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NANKING ENTRY  
AT HANKOW.

CITY'S WELCOME TO  
CHIANG KAI-SHEK.

NO FURTHER TROUBLE NOW  
ANTICIPATED.

STRAGGLERS DISARMED

Hankow, Apr. 5.  
(11 p.m.)

After the panic aroused by the collapse of the Wuhan defence lines Hankow to-day is remarkably peaceful. The major portion of the Wuhan troops are retreating directly to Tsingtao and are marching for Human.

Only a few hundred stragglers arrived in Hankow and these were promptly disarmed by Mr. Kung Ken, the ex-Commissioner for Civil Affairs in Hupan, who was responsible for the speedy organisation of the Peace Preservation Corps, which is effectively maintaining order until the Nanjing forces formally take over control of the Wuhan cities.

The streets are gay with hunting in welcome to Marshal Chiang Kai-shek, who is expected to reach Hankow at one o'clock in the morning.—Reuter.

Admiral Chan Lands.

Shanghai, Mar. 5.  
Admiral Chan Shao-kuen, Commander of the Nanjing Second Squadron, leading ten gunboats of the Squadron, arrived at Hankow this morning.

The official landing of the Nanjing naval chief was made at noon to-day and he was welcomed by large crowds of people.

A circular comforting the people, and assuring them of peace and that no looting would occur was issued.

A Chinese journal in Hankow, the *Chung Shan* (daily newspaper), according to Chinese sources, was suspended by order of Nanjing officials this morning. All the Chinese newspapers have now ceased their attack on the Central Government, and in their leading articles there is a marked change of tone in favour of Marshal Chiang Kai-shek.

Troops Enter City.

General Liu Chi, Commander of the First Nanjing Division, arrived at Hankow in the morning, while in the afternoon General Chiang Ting-min, Commander of the 9th Nanjing Division, with 2,000 troops arrived on the s.s. Kong Sin. It is understood that General Hsia To-yuan has also arrived in the City.

Hanyang Situation.

It is reported that the troops of Generals Yeh Chi and Hsia Wei are concentrated at Hanyang, but it is alleged they are leaderless and that both commanders deserted the Army immediately after the fall of Hankow. It is possible that these troops will be absorbed into the Nanjing Army. Hanyang is quiet at present.

After the capture of Hankow, the tense situation on the Yangtze relaxed considerably and troop movements on the Tientsin-Pukow Railway have stopped. Through passenger and freight traffic on this line resumed to normal this morning.

Hunan's New Ruler.

The officer commanding the Hunan troops, General Ho Chien, who remained neutral during the war, has been formally installed as Commander of the 4th Nanjing Army and Superintendent of Troop Disbandment in Hunan. The two new portfolios were recently announced in Nanjing and accepted.

Heavy Rains.

Hankow, Apr. 5.  
Two China Merchant Steam Navigation Company's steamers, with Nanjing troops on board, arrived today, the men being landed. There was little demonstration, and only a small crowd collected. This was probably due to the heavy rains which have undoubtedly helped to preserve order.

No further trouble is expected. The great part of the Wuhan troops other than those who have gone over to Nanjing are already clear of the town and are going westwards into Hunan.—*Newspaper*.

HIGH HOLBORN GAS  
EXPLOSIONS.

COMMISSION OF INQUIRY  
SUBMITS REPORT.

WORKMAN TO BLAME.

London, Apr. 5.  
The gas explosion which occurred just before Christmas is recalled to-day by the issue of a report by the Commission of Inquiry appointed by the Home Secretary to investigate the affair.

The opinion is expressed that the explosions were probably due to the gradual accumulation of gas leaking slowly from neighbouring mains, becoming ignited in a man-hole by some action on the part of one of three Post Office workers.

Mr. Percy Thrower (who was killed) in using a petrol lighter. He died eight days after the explosions as a result of injuries received.

At the inquest recently, Mr. Ingleby Oddie, Westminster Coronet, said he was reduced to the theory that Thrower when in the dark duct was fumbling about for an electric plug and realising that there was a danger of being gassed, and wanting to get the job done quickly, lit his lighter.

"That is the theory that occurs to me," added Mr. Oddie, "and seems to be the probable explanation of the explosion. It is a singular coincidence that a lighter was long afterwards found lying in the debris that had been thrown up from the subway."

The Commission of Inquiry recommends an immediate examination of the whole of the Post Office tube installation and the provision of an adequate system of ventilation.—Reuter.

TASMANIA FLOOD  
DISASTER.

SERIOUS DAMAGE REPORTED  
IN ALL PARTS.

CAPITAL ISOLATED.

Hobart, Apr. 5.  
Great damage has been done by unprecedented floods experienced in all parts of Tasmania.

Bridges have been washed away, and telegraphs and telephones destroyed everywhere, thus seriously interfering with communications.

The town of Hobart, the capital, is isolated from the rest of Tasmania, except by means of wireless.

Fourteen people were drowned when a dam burst at the Brinsford mine, in the township of Derby.

A motor-car was overwhelmed by floods on the north-west coast, and its five occupants were all drowned.—Reuter.

THE KING STILL  
PROGRESSING.

BAD WEATHER INTERFERES  
WITH ROUTINE.

London, Apr. 5.  
H.M. the King passed another good day.

Owing to bad weather, His Majesty spent less than an hour in the gardens. He sat on the lawn protected from the wind by screens for some little while, and afterwards walked for about twenty minutes.—*British Wireless*.

LATEST FRENCH  
FLIGHT.

PARIS TO SAIGON IN ELEVEN  
DAYS.

Paris, Apr. 5.  
The French airmen Bally and Regninald have arrived at Saigon, on their flight from Paris.

They did the trip in eleven days.—Reuter.

CARDINAL'S DEATH.

Rome, Apr. 5.  
The death has occurred of Cardinal Gasquet. There are now twelve vacant "red hats."—Reuter.

SOVEREIGNTY OF  
POLAR LANDS.

CONTROVERSY STORY  
INCORRECT.

WASHINGTON AND LONDON  
BOTH DENY.

TRUTH OF THE MATTER

London, Apr. 5.

The greatest interest has been aroused by the suggestions appearing in the newspapers on both sides of the Atlantic that a diplomatic controversy between Great Britain and the United States has developed over jurisdiction in the Antarctic region, as the result of Commander Byrd's expedition.

As a matter of fact, the position has been greatly overstated and, at present, there is nothing which could by any manner of means be regarded as a controversy.

Press "Reasons."

The newspapers support their statements by urging the possibilities of the Antarctic for the establishment of aviation bases, and suggesting that the existence of coal, mineral and other mineral resources, coupled with the fact that practically all the world's supply of whales are to be found in the surrounding waters, are the principal factors.

Authoritative circles in London to-day state that the British Government is not aware of the impending despatch of a United States Note to Britain.

British Position.

If the U.S. Government has any intention, it is declared, the Note can only refer to an earlier communication from Great Britain to the United States offering to grant all possible facilities to Commander Byrd when exploring in the neighbourhood of British Antarctic possessions.

It is pointed out that the British Government have always claimed jurisdiction over certain areas in the Ross Sea and the Falkland Islands dependencies.

Washington Surprised.

A similar attitude is taken in Washington official circles. A message from the United States received to-day says that the State Department is most surprised by the reports in the British Press that the United States is preparing a Note contesting British claims in the Antarctic.

The State Department officials ridicule the suggestion that a diplomatic controversy has arisen or is likely to arise.

It appears that several months ago, the British Embassy forwarded to the State Department a Note permitting Commander Byrd to use British territory in the Antarctic, pointing out that Britain had sovereignty over certain lands in that region.

No Action?

The State Department says that it has not yet replied to that Note and that there has been no indication that any action in this connexion is contemplated, at least, at the present time.—Reuter.

The reports at which the State Department has expressed surprise also appear in the American newspapers.

U.S. Paper's Distortion.

The *Herald-Tribune* states that Britain has diplomatically drawn attention to the fact that Commander Byrd's recent explorations were made over British territory. The British note virtually claimed sovereignty over the entire South Polar region, part of which is already administered by the Governor-General of Australia.

LATEST FRENCH  
FLIGHT.

Paris, Apr. 5.  
The newspaper asserts that the State Department has prepared a note disputing the British claims.

It is pointed out that Mr. Hughes, the State Secretary, in 1924, expressed reluctance to assert the United States' right to sovereignty over Wilkes Land.

The State Department's recent reversal of this attitude is ascribed to a realisation of the aerial importance of the Polar mountain caps, offering the shortest routes between the land masses on either side, probably some fog.

It is learned by cable from Shanghai that Mr. R. K. Butler, who is ill with small-pox, is now practically out of danger.—Reuter.

"SOUTHERN CROSS"  
STILL MISSING.

SIX DAYS' SEARCH REVEALS  
NO TRACE.

EFFORTS CONTINUING.

Sydney, Apr. 5.

Grave apprehension is now felt regarding the loss of the famous trans-Pacific aeroplane "Southern Cross" which has now been missing in the wilds of West Australia for six days.

There were four persons on board, including Captain Kingsford Smith and Mr. Ulm, the Pacific flyers, a navigator and a wireless operator. Mystery surrounds the whole affair as a wireless message was received from Captain Kingsford Smith stating that the "Southern Cross" had made a forced descent near Wyndham. No further message of any kind has come through, though it was understood that none of the occupants had been hurt.

A great air-liner, the "Canberra," arrived at Broken Hill from

Canada Sends Note of Protest  
to Washington.

REPARATION SUGGESTED.

Ottawa, Apr. 5.

The Canadian Government has forwarded to the Canadian Minister in Washington for presentation to the U.S. State Department, a long Note protesting against the sinking of the Canadian schooner "I'm Alone."

The Note suggests that the United States should make reparation and asks for clarification of the United States' attitude towards the right of hot pursuit under similar circumstances.—Reuter.

The Relief Committee which has been organised has come to the conclusion that the "Southern Cross" must have landed within fifty miles of Drysdale, which town the machine was seen to fly over at eleven o'clock on the morning of March 31st.—Reuter.

TRANSAVAAL TRAGEDY  
SEQUEL.

SENTENCE ON WHITE  
FARMER.

Capetown, Apr. 5.

A sentence by the Bethel (Transvaal) Circuit Court of ten lashes and seven years hard labour on a white farmer, named Jack Nafte, found guilty of the manslaughter of a native employee, has caused a sensation amongst farmers all over the country.

It is alleged that the native was flogged severely, tied by a leg to a tree head downwards, and died from shock as a result of the injuries, which included broken ribs and breastbone.

General Herzog has ordered a postponement of the lashes pending investigation.—Reuter.

FAIR TO FOGGY.

The local weather forecast issued by the Royal Observatory states:—"East winds, moderate; fair, probably some fog."

It is learned by cable from Shanghai that Mr. R. K. Butler, who is ill with small-pox, is now practically out of danger.—Reuter.

MERCHANT NAVY  
PRAISED.

FINE TRIBUTE BY THE  
PRINCE OF WALES.

HOW WAR HAZARDS WERE  
OVERCOME.

A GLORIOUS RECORD.

London, Apr. 5.

H.R.H. the Prince of Wales, who is Master of the Merchant Navy and Fishing Fleets, has written a foreword to the third and final volume of Sir Archibald Hurst's work, "The Merchant Navy." In this the Prince pays a magnificent tribute to the part played by the Merchant Marine during the War.

He says:—"Let us who are land-dwellers not mince words over this thing. It is the glory of our Merchant Navy and will be so acclaimed by generations to come that they faced without hesitation tremendous odds and frequent hazard of death, undaunted in spirit, to the bitter end. Let us not forget also that, had it been otherwise, this country of ours must have perished."

New Hazards and Perils.

The Prince recalls that in the first stage of the war, the British seaman recognised that nothing more was being asked of him than to accept the usual hazards of naval conflict. With the arrival on the scene of the submarine and the indiscriminate use of mines, the whole position for the merchant seaman was changed.

He found himself faced by hazards and perils such as he had never before experienced, or indeed had ever conceived as possible. With the intensification of the enemy's campaign, the British sailor saw himself directly involved in the whole frightful mechanism of war, whose grim operation reached its climax in the phase of unrestricted submarine attack.

The Auxiliary Patrol.

Special mention is made of the Auxiliary Patrol, which in its complete development was manned by nearly 50,000 officers and men.

Describing it as one of the most striking and certainly one of the most successful of the many pieces of war-time improvisation which history will place to the British nation, the Prince observes:—"Here was indeed a medley of small vessels—trawlers fresh from our fishing grounds, drifters, whalers, paddle steamers, so familiar to Channel excursionists, yachts, motor launches and motor boats. Their hazardous duties were as varied as their types.

One Heart and Spirit.

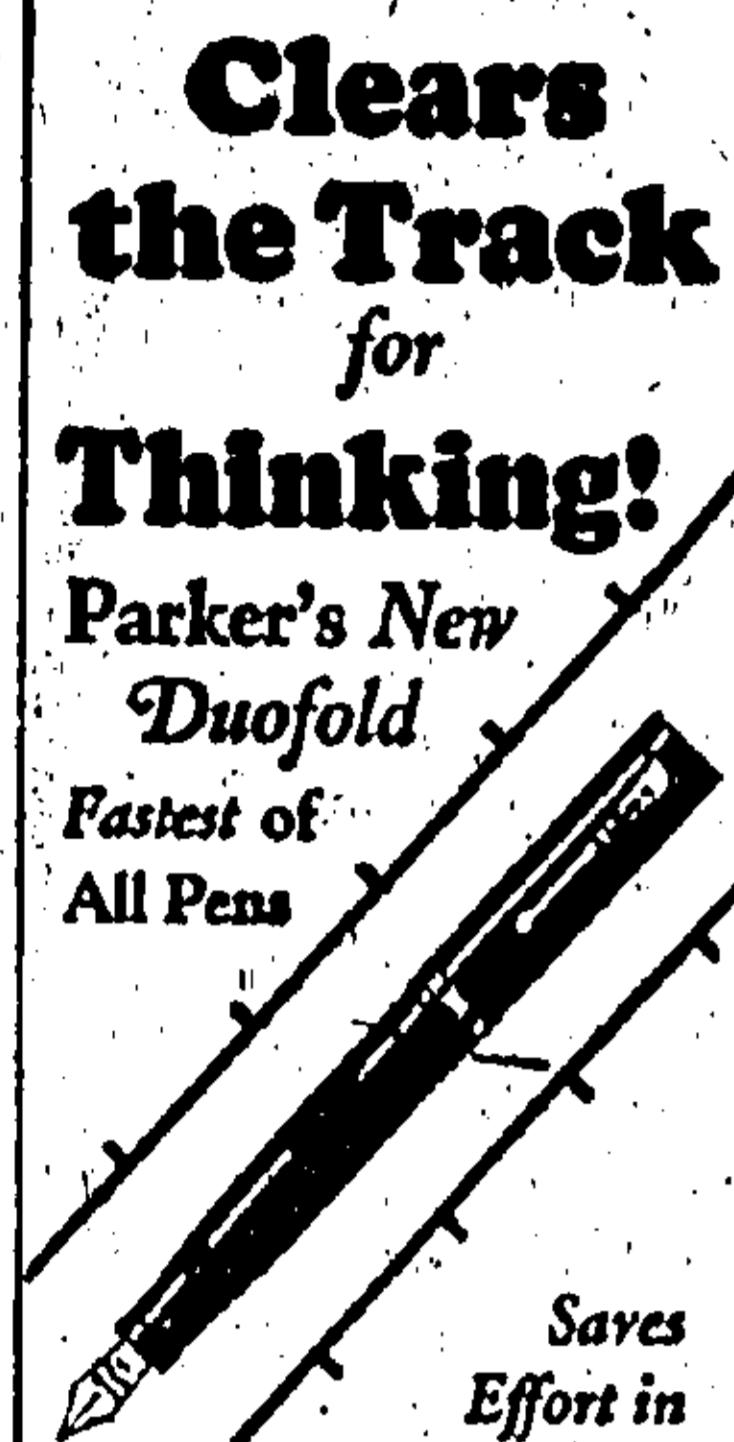
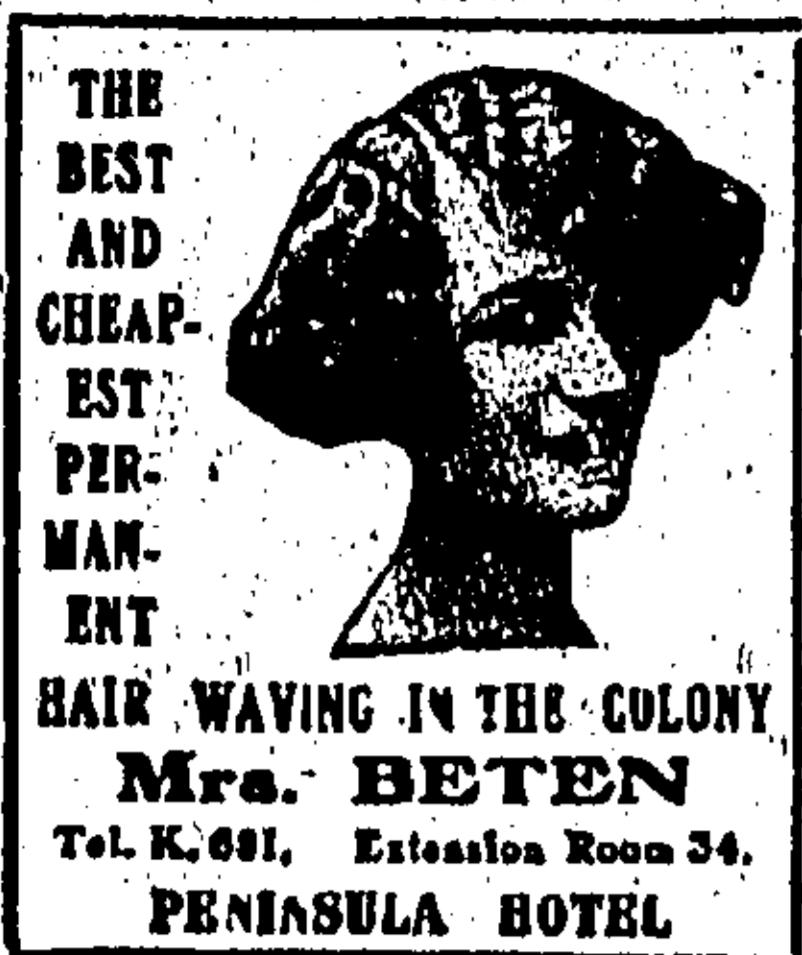
"In their long hours of patrol, they watched the foe and hunted German submarines, searched for and dragged mines, fought hostile aircraft, controlled and examined millions of tons of shipping navigating the narrow seas, and, in many other ways, splendidly seconded the efforts of the Grand Fleet. Varied indeed these craft were in type, but the crews were animated by one heart and one spirit."—*British Wireless*.

MORE BOMBS ON U.S.  
TOWN.

MEXICAN REBELS TO BE  
WARNED.

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Pressureless Touch brings ink at touch of point to paper. Write your fastest—it keeps up with you. No sticking or blotting, or any other patty interruptions from a Duofold!

Thus it clears the track for thinking—really helps you to get better marks.

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25 years' experience—47 improvements and patents—all to make better pens.

Mandarin Yellow, Lacquer-Red, Lapis Lazuli Blue, Fishing Black, and Jade—all black-tipped and very writing.

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**TSANG FOOK PIANO COMPANY.**

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(Entrance Ice House Street.)  
Tel. G. 4648

### THE ROYAL VISIT.

#### DUKE OF GLOUCESTER ON HIS MISSION.

The Duke of Gloucester, who is en route to Japan, was the guest of the Japan Society at a dinner at the May Hotel in London on March 14. At the same time the opportunity was taken of welcoming Mr. Tsunoo Matsudaira, the new Japanese Ambassador, who has consented to become president of the society. Mr. Charles V. Sale, chairman of the council, presided.

The chairman said the Duke of Gloucester was going to Japan, and the Ambassador was coming to this country on missions which notably fulfilled the object for which the society was founded—strengthening the ties of friendship between the two nations. (Cheers.)

The Japanese Ambassador, proposing a toast to the Duke of Gloucester, referred to the sympathetic concern shown by the Imperial family of Japan and by all classes of his countrymen in the King's illness. The fact that the Duke of Gloucester was able to go out on his important mission to Japan would be welcomed there as a sure sign of definite improvement. (Cheers.) The first link in the chain of the strong tie of friendship which united Great Britain and Japan, was forged by King George nearly fifty years ago, when he visited Japan as a young midshipman. That tie had been strengthened by the subsequent interchange of visits between members of the two Royal families. (Cheers.)

The Duke of Gloucester, in replying, first thanked the Japanese Ambassador for his friendly references to himself. "Your Excellency," he went on, "we are both newcomers to the Japan Society, but I feel I can take it on myself to say, not only on behalf of the guests of the society, but also of the society itself, how very glad we are to see you here among us. (Cheers.) I may also add, on behalf of all English people, how very glad we are to welcome you to England."

"I may say on behalf of my family how much we appreciate the great sympathy and concern, from the Emperor and Empress downwards, in the progress of the King's illness. (Hear, hear.)

#### Linking of Destinies.

Speaking of his forthcoming visit to Japan, His Royal Highness said: "It is a great historical occasion, a linking up of the destinies of two countries, situated at opposite ends of the world, but already united in longstanding friendship. This friendship has been tested in war and strengthened in peace—(hear, hear)—and, in the words of your National Anthem, I am confident that it will continue until the little pebbles have grown into rocks. (Cheers.)

The national friendship between Japan and Great Britain has, as its natural consequence, the personal friendship which has long flourished between the Imperial family of Japan and my own Royal house, and it is in order to express that treat personal friendship that my father has commanded me to convey to His Imperial Majesty the insignia of the Most Ancient Order of the Garter. (Cheers.) This Order has already been held by the illustrious father and grandfather of the present Emperor, and it will be no small satisfaction to my father, and to the Knights of the Order, that the present Sovereign of the most ancient continuing dynasty in the world should be numbered among its members." (Cheers.)

Having referred to the keen appreciation he felt for his forthcoming visit, the Duke went on: "I have heard so much about Japan from my brothers, the Prince of Wales and Prince George, both of whom were there in recent years. It is a very beautiful country, they have told me, a very wonderful country and an amazingly hospitable country." (Hear, hear.) He would see the glorious cities of Tokyo, Kyoto, and Osaka, the famous ports of Kobe and Yokohama, as well as the great industrial development of a nation which was, at the same time, artistic and practical.

His Royal Highness concluded: "I am looking forward to the welcome which I know awaits me at the end of my long sea voyage." (Cheers.)

#### "THE DOVER ROAD."

OPENING PERFORMANCE TO TAKE PLACE TO-NIGHT.

The eagerly anticipated first performance of "The Dover Road" will be given at the Theatre Royal tonight. The final dress rehearsal took place last night and was much appreciated by an audience chiefly consisting of service men.

The curtain will rise punctually at 8.15 and those attending the performance are requested to be in their seats by that time, in order that the action of the play may not be interrupted. Further performances are being given on Tuesday, Thursday, Friday and Saturday, 9th, 11th, 12th and 13th April. Booking is at the Anderson Music Company.

### LAUNCH MORTGAGE.

#### CHINESE COMMITTED TO CRIMINAL SESSIONS.

The case which has been occupying Mr. E. W. Hamilton's attention for some time past, where a Chinese, named Mak Chun-loong, is charged with fraudulently mortgaging a steam-launch and receiving \$3,000 under the transaction, concluded yesterday afternoon.

The proceedings were originally instituted in the form of a summons, but as they progressed, serious offences were alleged by the prosecution which led to the commitment to prison of the accused upon the issue of a warrant of arrest.

These allegations charged the accused with having mortgaged the steam-launch San Chiu On without the authority of his employers, who are the Po On Company of Canton, to Dr. R. A. Basto of Hongkong; of having received \$3,000 under that transaction; and of having committed the theft by bailee of the vessel's Chinese licence, arms licence and the Chinese Customs Maritimes permit and other papers.

At the close of the case for the prosecution yesterday, the accused was committed for trial at the Criminal Sessions. Mr. Leo d'Almada, Sr., reserving his defence on behalf of the accused, Mr. J. M. d'Almada Remedios, solicitor, in whose office the mortgage deed was executed on February 9 of this year, yesterday deposed at the time of the transaction that he had no reason to believe that accused was other than the Ng Shing, whose name appeared in the launch licence as the registered owner of the craft. A sum of \$3,000 was paid to the accused on the mortgage.

Given Job As Agent.

She Yau-loong, a partner of the Po On Company, stated that after being recommended by Mak Kuch-shong, a servant of the Company, the accused asked for a job on the launch. He was given the post of an agent of the Po On in Hongkong to look after port and Customs matters in connexion with the passage of the launch through these waters.

Examined by Mr. J. G. Sheldon, who appeared for the prosecution, witness said that there was only one Ng Shing connected with the Po On Company that he knew of, and that man died last year.

The last witness called by Mr. Sheldon was also a partner of the Po On firm.

In cross-examination by Mr. Leo d'Almada, this man said he really knew nothing about the affair except that the accused's name was Mak Chun-loong.

#### The Defence.

In a short resume of the line of defence which would be taken up on behalf of the accused in the other Court, Mr. d'Almada submitted that there had been no direct evidence upon which the accused could be called to answer the charge at all. The first charge accused him of having, between January 2 and February 22 of this year, committed the larceny of the arms licence and other papers, but in view of the power of attorney (assuming that document to be correct, which he did not for a moment admit) and if that power of attorney was to be acted upon, the accused should be held responsible for having, between January 2 and February 22 of this year, committed the larceny of the arms licence and other papers, but in view of the power of attorney (assuming that document to be correct, which he did not for a moment admit) and if that power of attorney was to be acted upon, the accused should be held responsible for having, between January 2 and February 22 of this year, committed the larceny of the arms licence and other papers, but in view of the power of attorney (assuming that document to be correct, which he did not for a moment admit) and if that power of attorney was to be acted upon, the accused should be held responsible 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## New Advertisements

## ST. STEPHEN'S COLLEGE

**Profitable Investment.**  
Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

**Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315  
344, 363, 371, 374, 376, 381  
385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476  
486

## SITUATIONS WANTED.

A LADY arriving on 28th April to sail 1st May by "Empress of Russia" to Vancouver, would help with children or invalid for half second class passage. Apply Mrs. Hodson C/o Thor. Cook and Son,

## MISCELLANEOUS.

CLOSING SALE at Fook Weng & Co., China Building, Hongkong, for Canton Shawls, Swatow Linen, Silk and every description of Oriental Art Objects.

## TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanning (In On Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 260, Des Voeux Road Central.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsey; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lin, Chinese Herbalist, Managing Director. Entrance 60, Queen's Road Central. Tel. C. 6009.

**KWONG HANG & CO.**  
TEL. C.2736.

43, Des Voeux Road Central. Government and Admiralty Coal Contractors.

HOUSE COAL.

Peak ..... at \$28.00 per ton.  
Upper Level ..... \$22.00 " "  
Middle Level ..... \$21.00 " "  
Central Office ..... \$20.00 " "  
Kowloon ..... \$17.00 " "

The above prices include delivery charges to destination.

**MRS. SEKAI MASSAGE**  
6, Wyndham Street, 1st floor,  
Hongkong.

**EDINBURGH** Close to Bruntfield Links, in residential part of town.

**LEAMINGTON PRIVATE HOTEL**  
Leamington Terrace Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mrs. Damster.

Cables "Linkshot."

COMING SOON!

**DOUGLAS FAIRBANKS**

in THE

**IRON MASK**

COMING SOON!

**"PEAK MANSIONS."**

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two 1½

Apply to—  
**CREDIT FONCIER D'EXTREME-ORIENT**

**CHINA AUCTION ROOMS**

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

Of the Valuable Leasehold Properties situate at Victoria, Hongkong, and known as Nos. 62A, 64, 66 and 68 Queen's Road Central and Nos. 19 and 21 Stanley Street, Victoria, Hongkong, erected upon Inland Lot No. 7, Area 10,910 square feet. Annual Crown Rent \$190.00.

## FANLING HUNT.

Draft Programmes and Entry Forms for the Spring Meeting, to be held on Sunday, 21st April, 1929, may be obtained from Messrs. Thomson & Co., York Building.

Entries close at 12 o'clock noon on Wednesday, 10th April, 1929.

THOMSON &amp; CO.

## THE CHINA LIGHT &amp; POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Shewan, Tomes & Co., the General Managers of the said Company, "St. George's" Building, Hongkong, on Monday, the 6th day of May, 1929, at 12 o'clock Noon, when the subjunctive Resolutions will be proposed as Ordinary Resolutions.

1. That the authorized capital of the Company (which is now \$3,600,000 divided into 720,000 shares of the nominal value of \$5 each, the whole of which have been issued) be increased to \$5,000,000 by the creation of 280,000 additional shares of the nominal value of \$5 each ranking as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued capital.

2. That 80,000 of the said 280,000 additional shares be offered forthwith in the first instance (in the proportion of one new share for every complete number of nine existing shares held by them respectively) to the members of the Company who on the 6th day of May, 1929, are registered in the Company's Share Register as the holders of the said 720,000 shares at par and so that on acceptance of the offer the full nominal amount of \$5 due in respect of each such share taken up shall be paid not later than the 4th day of July, 1929.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined, and that the Directors of the Company be at liberty to fix such time and to extend it to such date or dates and upon such terms as they may think fit. And further that any of the said 80,000 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as they may think fit.

3. That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share, or shares held by such shareholder.

4. That the remaining 200,000 of the said 280,000 additional shares be issued in such manner at such time or times and upon such terms and conditions as the Company's Directors in their absolute discretion shall think fit.

THE TRANSFER BOOKS of the Company will be closed from MONDAY, the 15th day of April, 1929, to SATURDAY, the 4th day of May, 1929 (both days inclusive), during which period no transfer of shares can be registered.

Dated the Twenty eighth day of March, 1929.

sd/- SHEWAN, TOMES & CO., General Managers.

**LAMMERT'S AUCTIONS.**

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

## on MONDAY,

the 8th April, 1929,  
at 11 o'clock a.m.

## at their Sales Room,

Duddell Street.

3 Complete Sets of Hollow Win

Lamps, 14 Lamps each set.

To Be Sold in One Lot

by Public Auction

on THURSDAY,

the 18th day of April, 1929,  
at 3 o'clock p.m.

by

Mr. E. V. M. R. de Sousa  
at the China Auction Rooms,

2A, D'Aguilar Street,  
Victoria, Hongkong.

For further Particulars and  
Conditions of Sale.

Apply to:—

Messrs. Johnson, Stokes & Master,  
Solicitors for the Vendors  
or to

Mr. E. V. M. R. de Sousa  
The Auctioneer.

Hongkong, 28th March, 1929.

## CHURCH NOTICES.

## To-morrow the First Sunday After Easter.

## LOCAL SERVICES.

St. John's Cathedral, Hongkong, April 7th, 1929, Low Sunday, Choral Eucharist 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Rev. H. V. Koop, Holy Communion 12 noon, Evensong 6 p.m. Preacher: The Dean. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Sunday, April 7th, 1929, Sunday School 10 a.m., Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "The Fundamental" Hymns 135, 741, 146, 599. After the morning service the "Communion of the Lords" Supper. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "No temple." Hymns 87, 154, 183, 683.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject "Unreality." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room, Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

Wesleyan Methodist Church, Queen's Road East, Sunday Services: Morning: 10.15 a.m. "Sunday School Anniversary" Preacher: Rev. J. C. Knight Anstey. Evening: 6.00 p.m. Preacher: Mr. W. H. Smith Subject "The Pearl of Great Price." Sailors and Soldiers Home Praya East, Sunday: 3.00 p.m. Mens Bible Class 8.15 p.m. Service Mens Social Hour, Wednesday: 8.15 p.m. Gospel Meeting for Service men.

The Undersigned have received instructions to sell by Public Auction

## on TUESDAY,

the 9th April, 1929,  
at 2.30 p.m.

## at their Sales Room, Duddell Street

One 1928 Sports Model Monot & Goynet, 5 H.P., Speedometer Electrically Fitted, Practically New.

One 1924 Twin Harley-Davidson, Engine Recently Overhauled, New Tyres and Inner Tubes.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT'S BRO., Auctioneers.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

## on TUESDAY,

the 9th April, 1929,  
at 2.30 p.m.

## at their Sales Room, Duddell Street.

20 DRUMS LAMP OIL (MINERAL).

Terms:—Cash on Delivery.

LAMMERT'S BRO., Auctioneers.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

## on TUESDAY,

the 9th April, 1929,  
at 2.30 p.m.

## at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Desks, Bookcases, Glass Cabinet, Chesterfield Couch and Armchairs, Gramophones and Records, Carpets, Rugs, Tricycles, Perambulators, Oil Paintings, Pictures, Electric Fans, Standard and Table Lamps, Porcelain and Brass Ware, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, Dinner Crockery, Glass Ware, White Frost Refrigerators, Filters, Aluminum Cooking Utensils, Teak Ice Chests, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, Dinner Crockery, Glass Ware, White Frost Refrigerators, Filters, Aluminum Cooking Utensils, Teak Ice Chests, etc., etc.

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Extract from leading article in "South China Morning Post"  
of 11th March, 1929.

pillars? Why is your architecture so strangely mixed? Where are your parks? Why no zoo or aquarium? Where does your flat dweller chop his wood? Why does he burn wood when gas is cleaner?

—He is behind the times.

Modern Homes in England and America use

### GAS FOR EVERYTHING

We supply on generous

### HIRE-PURCHASE TERMS

**Gas Cookers, Hotplates, Grills,  
Gas Toasters, Geysers, Boilers,  
Gas Coppers, Water Heaters,  
Gas Lighting Fittings,  
Gas Fires, Radiators,  
Gas Irons,  
etc., etc.**

CALL, WRITE or PHONE  
FOR FREE ESTIMATE

### HONGKONG & CHINA GAS CO., LTD.

OFFICES & SHOWROOM: WEST POINT  
CENTRAL SHOWROOM: ICE HOUSE STREET  
(Near Star Ferry)

KOWLOON OFFICE & SHOWROOM:  
JORDAN ROAD, KOWLOON.

TELEPHONE CENTRAL 47.

### GRAND CORONAS



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Des Voeux  
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G. A. G. C.

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Central  
1856

### P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.  
Agencies for:

Bolinder's Crude Oil Engines Marine,  
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"WYANDOTTE" Boiler Cleaner and Cleanser.  
King's Building, Top Floor.

Telephone Central 4622, Telegraphic Address "FARSEEING."

### THE NAVY'S CHOICE

**Gates**  
ORIGINAL

### PLYMOUTH GIN

OBTAIABLE.

EVERWHERE.

### RAILWAYS AND ROAD

#### HOW THE "SOUTHERN" HAS BEEN HIT.

"A very large proportion of this loss is due to the competition of the private motor, and it is difficult to know what we can do to recover this traffic."

This statement was made by Brigadier-General the Hon. Everard Baring, when presiding at the annual meeting of Southern Railway shareholders, and had reference to the fact that, in spite of a large increase in passenger journeys, there was a considerable falling-off in receipts last year.

The Channel Tunnel project was also among the subjects discussed by Brigadier-General the Hon. Everard Baring, who said:

"The cost of construction, as well as the maintenance, of the tunnel, the working expenses, irrespective of who owns the rolling stock, the provision of terminals on both sides of the Channel, the size of the rolling stock to be adopted, the possibility of having to widen our line up to London, the reduction of our fleet, are all matters which will have to be submitted to the most searching examination."

Speaking on the resolution that the report and accounts should be adopted, Colonel F. Hilder said, that he did not consider they had made any advance since the last meeting.

"Although we are owners," he said, "we are but passengers; we have no control over the captain, officers, or the crew."

Colonel Hilder added: "I have suggested whole-time directors for this job—just two or three, and they must be the newer ones coming in. I should like to see some of the directors chosen from the staff."

#### Interruptions.

Interruptions made it almost impossible for Lord Monkswell, a subsequent speaker, to finish his speech. Shouts, stamping of feet, and rowdy scenes between individual shareholders led to an angry appeal by Lord Monkswell to the chairman to preserve order.

He said that the cause of the trouble which had overtaken the Southern Railway, in common with other British railways, was arrested development.

"Management of railways," he added, "can always be represented to be a subject too technical for the public to understand. As for the directors, the only members of any British Railway Board I have ever heard of who have more than a smattering of knowledge about railways are, with insignificant exceptions, a few ex-officials who merely act as decoy ducks of officionado."

"It is a sorry farce of which the shareholders and the public are victims, and there can be no satisfactory progress until the system is smashed to atoms and directors are appointed who have knowledge, energy, and time sufficient to exercise real control over the officials."

"There is no doubt that the site on the river bank now suggested for the station would provide a fine frontage, but let there be no misunderstanding. The consent of the shareholders will be asked for by us only if the conditions and undertakings we have demanded are granted."

In conjunction with other railway companies, they were he added, in active negotiation with a large number of omnibus companies throughout the country, and there was every reason to believe that these negotiations would proceed satisfactorily and prove to the company's advantage.

In order to compete with the motor coach and local omnibus services outside the electrified area we have," he said, "In common with the other railway companies, been compelled to offer a large number of reduced fare facilities throughout the country. By this means we have increased the number of passengers carried, but we have not succeeded in avoiding a loss in revenue."

Look Inside of Yourself

for the causes of ill-temper and depression. Most likely torpid liver on a congested state of the intestinal tract is to blame. The right remedy is Pinkettes, which gently yet efficiently stimulate the liver, dispel constipation, restore activity to the digestive organs.

Of chemists everywhere, or post free, 60 cents per vial, from the Dr. Williams' Co., 60, Klangse Road, Shanghai.

### PINKETTES

The Dainty Little Laxatives.

TAKE TWO TO-NIGHT.  
"You'll feel better in  
the morning!"

### NUGGET Boot Polish



"Good morning, Miss Shoe, you look positively charming."  
"A personal reflection, I assure you, Mr. Nugget."

A.P.D.



### Be sure that your food

is safe to eat

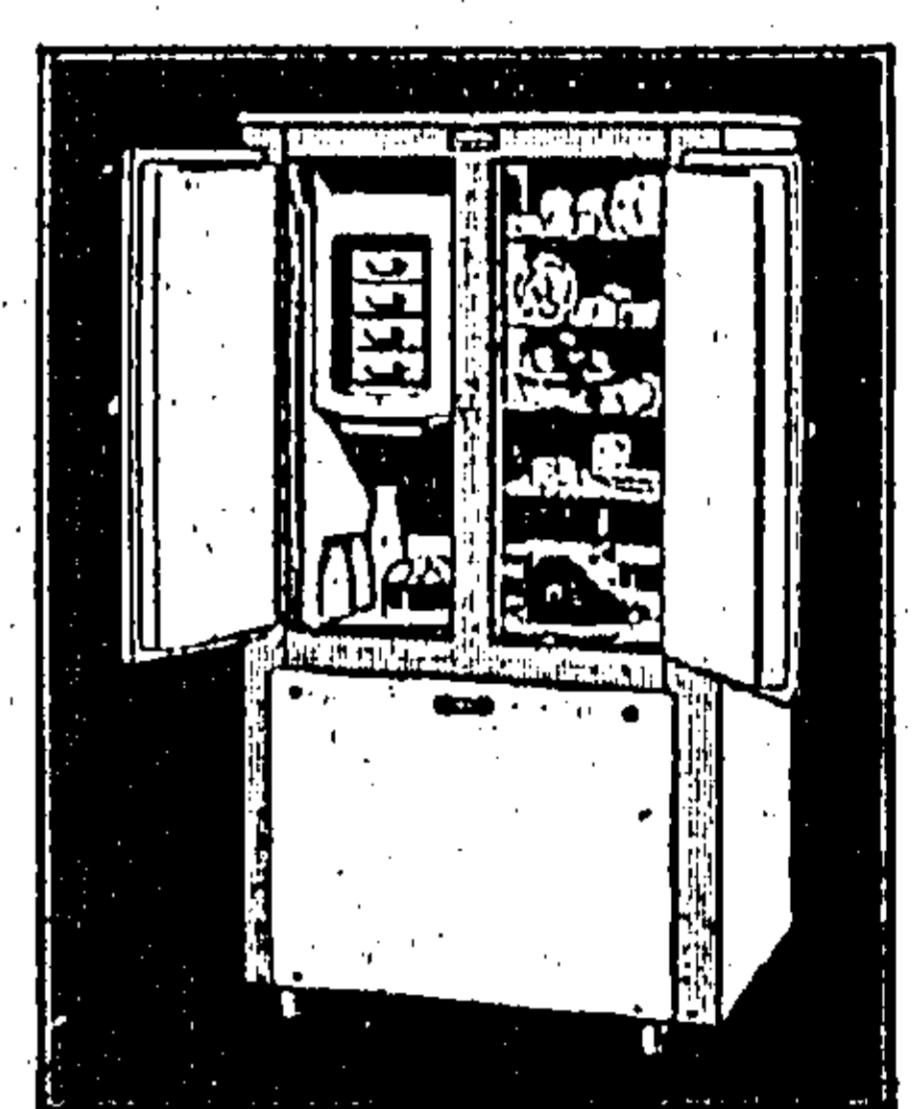


makes dainty frozen desserts whenever you want them as often as you wish.

Frigidaire operates without attention. It's air-cooled—no water required, no plumbing necessary. It uses just ordinary electric current from a single connection. It's powerful, quiet, dependable.

### FRIGIDAIRE

PRODUCT OF GENERAL MOTORS



able—efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

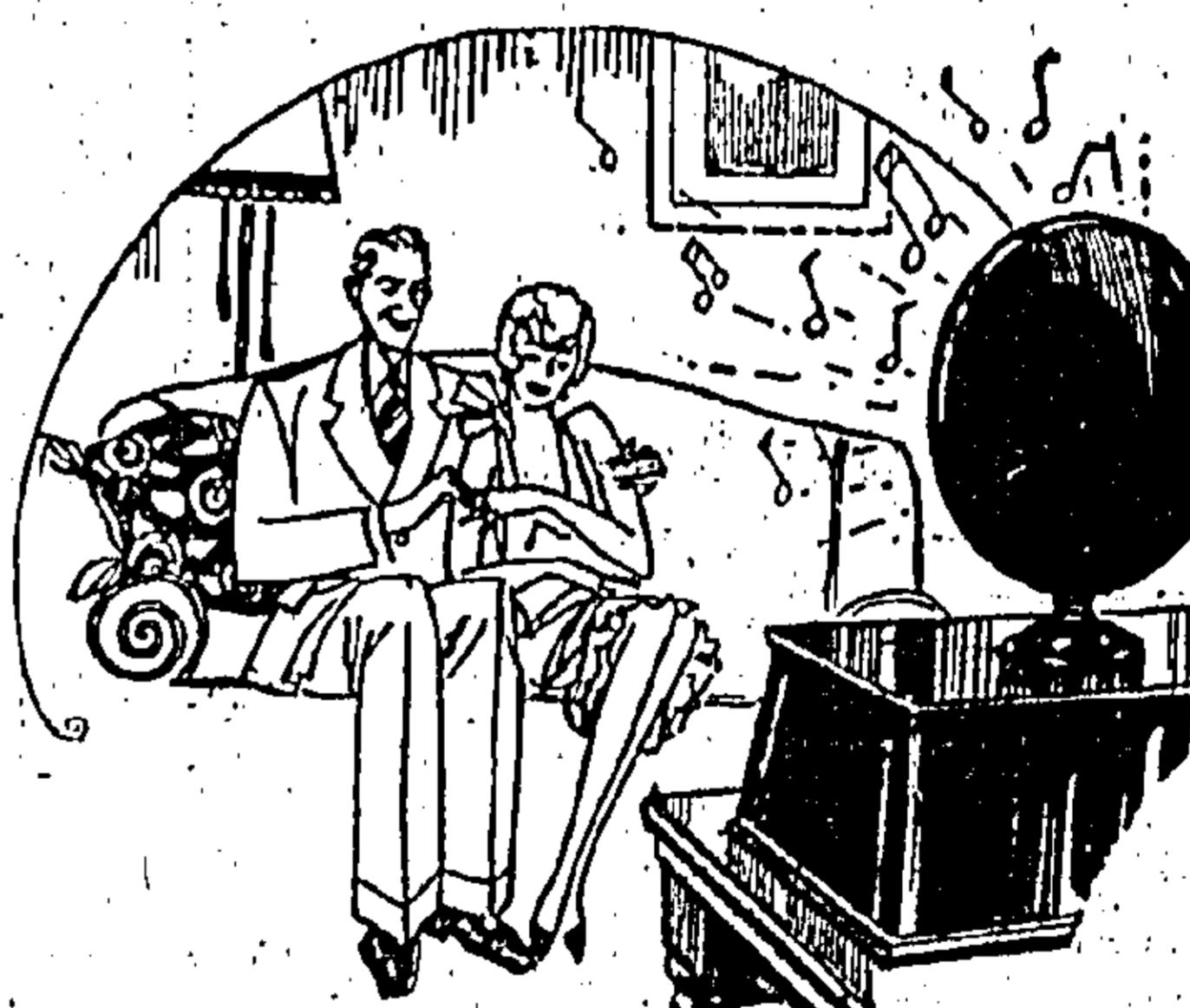
We'd like to tell you more about Frigidaire for your home. If convenient, call at our show room to-day or at your first opportunity.

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QUEEN'S BUILDINGS.

### "ZBW" — HONGKONG CALLING!



LISTEN IN ON A

### GECOPHONE

#### WIRELESS SET.

2-VALVE RADIO RECEIVER AND GRAMOPHONE REPRODUCER, COMPLETE WITH VALVES, HIGH AND LOW TENSION BATTERIES, LOUD SPEAKER AND AERIAL EQUIPMENT..... HK \$125

Arrange with us for a Demonstration.

Full stocks of Accessories, Valves, etc.  
including screen grid 2 and 6 volt. valves.

The General Electric Co. (China), Ltd.  
Queen's Building.

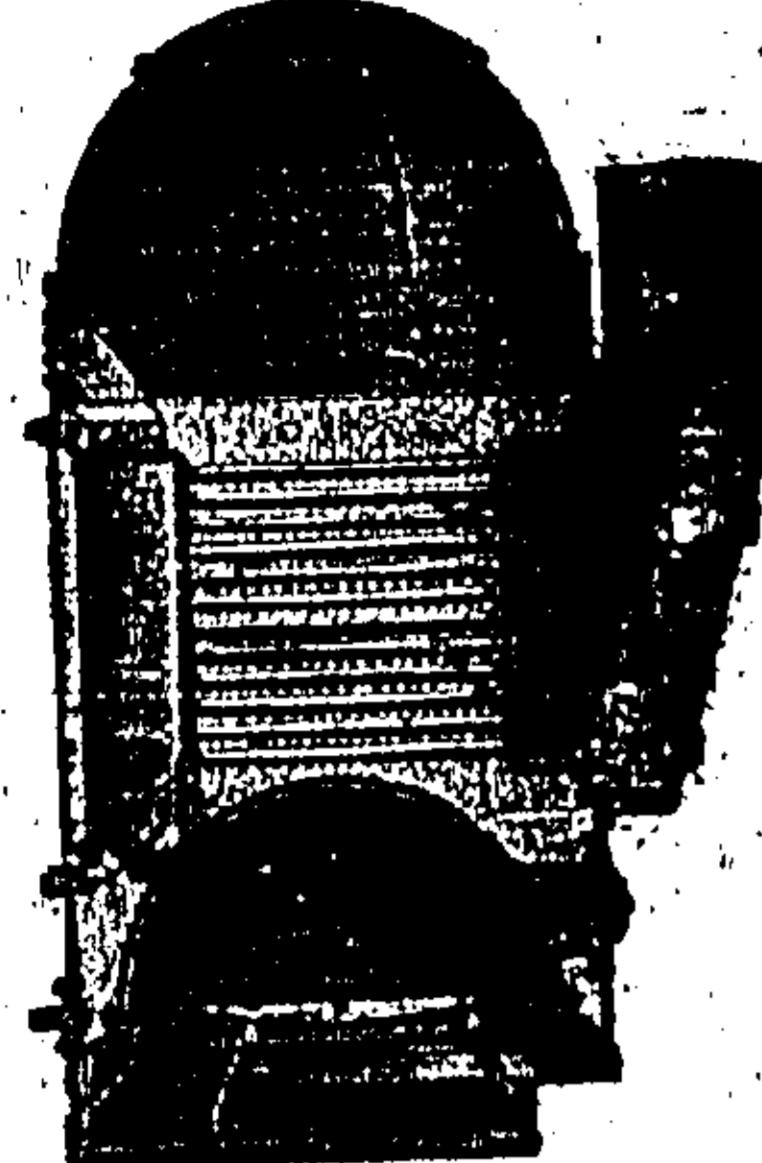
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## COCHRAN

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EVERY INDUSTRIAL PURPOSE.

## STEAM AND HOT WATER.



THE STANDARD DONKEY BOILER  
FOR STEAM & MOTORSHIP  
AUXILIARIES.

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THE GENERAL ELECTRIC Co.  
OF CHINA, LTD.

Queen's Buildings.

Hongkong.

## THINGS ARE LOOKING UP!

So, you can treat yourself to some new luggage.  
Send your old suitcases to the

HONGKONG BENEVOLENT SOCIETY  
CITY HALL,

Any Monday and Thursday at 10.30.

And thus delight the heart of some needy one  
going Home.

For your floor—furniture—and  
every domestic article requiring  
a stained and varnished finish

"Wilheyela"

## Oil Varnish Stains

IN

Oaks—Walnut  
Mahogany — Satinwood  
Rosewood—Ebony Black

Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and Durable.

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Wilkinson, Heywood & Clark  
SHANGHAI. HONGKONG.

Use

## PURICO

THE UNEXCELLED COOKING FAT

Obtainable at  
ALL GROCERS & STOREKEEPERS.

Agents: KELLER, KERN & CO., LTD.  
18, Connought Road, Telephone C. 3120.

## "DRINK MORE MILK"

INTERESTS OF PUBLIC  
HEALTH.

The fact that milk contains the three principal food groups, viz., carbo-hydrates, fat and meat, makes it one of the few really "ideal" foods. It is a combination, as it were, of flour, fat and meat, in such a form as to make these three articles as easily digestible as possible. Moreover, fresh milk as well as sour milk and the milk-containing fats of butter, abound in vitamins—precious substances without which proper dieting and normal development would be quite impossible. Seeing that milk, in addition to all that, has always been one of the cheapest foods, it is not surprising to note that its use has always been largely advocated in the interest of public health, especially in the shape of "milk breakfasts" for school children. The Society for the Prevention of excessive Infant Mortality and for the Use of Milk as a popular Food has put the same aim before it.

Some school medical officers have since maintained the view that too much milk was given to children and that the effects had been harmful. That this view was mistaken, became abundantly clear during the war years when school children throughout Germany were underfed in consequence of the existing milk shortage. Subsequently, when sufficient quantities of milk were more available, the effects on these underfed children were quite astonishing. They regained new vitality like withered flowers placed into water. If we desire to emphasize the value of milk as a milk and as a supplementary article of food, we cannot do better than quote this well-known fact.

## Special Advantage.

A special advantage possessed by milk is that, despite its great nutritive value, it does not excite the nervous system or the bodily organs in general. It differs very much in this respect from most other foodstuffs, such as meat and meat extracts, and, of course, from such stimulants as alcohol. Numerous people suffering from an incurable chronic inflammation of the kidneys caused by too good living would be in much better health if they had been content with simpler meals and if they had drunk more milk.

Why, then, it might be asked, why is it that a certain discredit attaches sometimes to the drinking of milk? The explanation is that a certain type of children—i.e., those who, owing to their bodily constitution, are already suffering from an excess of fluid matter in their tissues—do not benefit from drinking milk. Moreover, infants—after reaching a certain age—may be positively injured by being fed on too much milk. These, however, are exceptional cases, and do not detract from the value of milk to the majority of people. A matter which deserves very great attention, however, is the fact that a number of microcosms, such as the germs to whose presence typhoid fever, cholera, dysentery, etc., are due, thrive exceedingly well in milk if the slightest traces of them have been introduced into a quantity of milk by accident or inadvertently. It has, for instance, been repeatedly observed that serious epidemics of typhoid fever originated in dairies. It is, however, easy to counteract this danger. All that is necessary is to boil or to pasteurise the milk. If this precaution is adhered to, there can be no longer any question of infection. Such milk is still excellent as a food; and the lost vitamins may be easily replaced by a few tomatoes, some lettuce, or a few lemons.

## Remedies.

A number of people object to boiled milk on the ground that it is "denatured" article of food. This objection is not without its justification; but in this case, too, it is simple to provide a remedy. This consists in adding lactic-acid bacilli, or kefir, or the extremely useful yoghurt substance to the boiled milk, which turns the latter into an exceedingly tasty beverage abounding in vitamins.

Apart from milk, the other dairy products are also highly recommendable as a food. Butter, for instance, is the most tasty fat in existence, and at the same time the most nutritious. Cheese, notwithstanding its cheapness, exceeds meat in regard to its food value. It is not surprising, therefore, to observe that vegetarians who do not abstain from milk and milk products, retain a robust and active constitution, whilst those who eat too little meat and eggs and who drink too little milk, are apt to feel famished—a condition which it is impossible to remove by the exclusive use of vegetables.

## DOCTOR ADMITS ERROR

REPORT ON WOMAN  
MOTORIST'S CONDITION.

A charge of drunkenness when in charge of a motor-car, which was brought against Mrs. Kate May Venner Dear, lingerie manufacturer, of Outlands Park Hotel, Weybridge, was dismissed at Feltham Police Court yesterday.

Dr. Byham, of Sunbury, stated that when he examined Mrs. Dear at the police station, she was in a confused state and was not fit to drive a car. Her unfitness was certainly not due to drink. When he examined her he was unaware that she had been ill.

The Chairman—We were told at the previous hearing that your report stated: "Called to the station and examined Mrs. Kate May Venner Dear, and found her in a confused state and not in a fit condition to drive a car."

"It left us to think," said the Chairman, "that you agreed with the witnesses! If you have another case like this you would much assist the Bench if you will plainly say whether or not the person is drunk."

Dr. Byham—I should have done it on this occasion. I admit it was an error.

Dr. Barclay, of Weybridge, said Mrs. Dear was suffering from the effects of influenza, and as a result was liable to attacks of cerebral anaemia. He examined her on the morning after the accident and found she was still in a confused state.

On a second charge of dangerous driving Mrs. Dear was fined £10, and £8 19s. 6d. costs. The Bench ordered her licence to be endorsed, and suspended for three months.

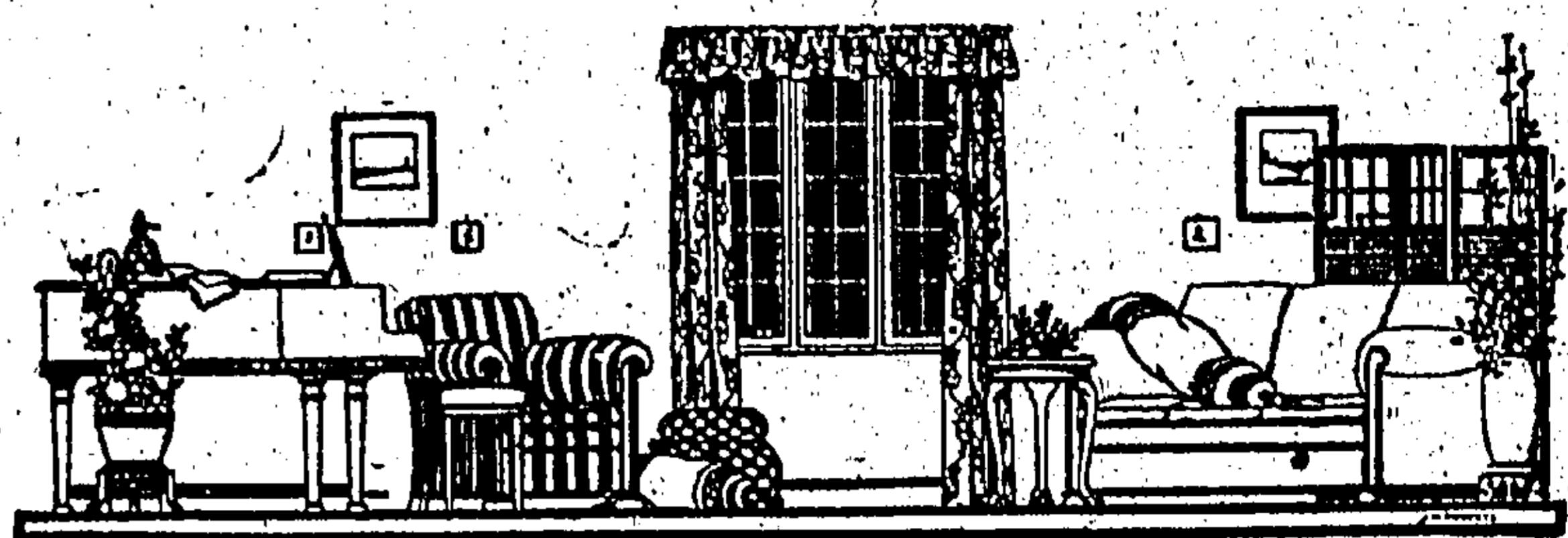
It was stated that she swerved across the road and demolished a bicycle.

THE NEW FRENCH REMEDY.  
**THERAPION NO. 1**  
**THERAPION NO. 2**  
**THERAPION NO. 3**  
No. 1 for Bladder Calculus. No. 2 for Blood & Urinary Diseases. No. 3 for Skin Diseases. Manufactured by J. W. L. LEE & CO. LTD., 10, QUEEN'S GATE, LONDON, S.W. 7. THE TRADE MARK IS OWNED BY J. W. LEE & CO. LTD. © 1928 J. W. LEE & CO. LTD.

## ARTS &amp; CRAFTS

SHANGHAI.

HOUSE FURNISHERS



FOR

Carpets

Fabrics

Decorations

Bric-a-brac

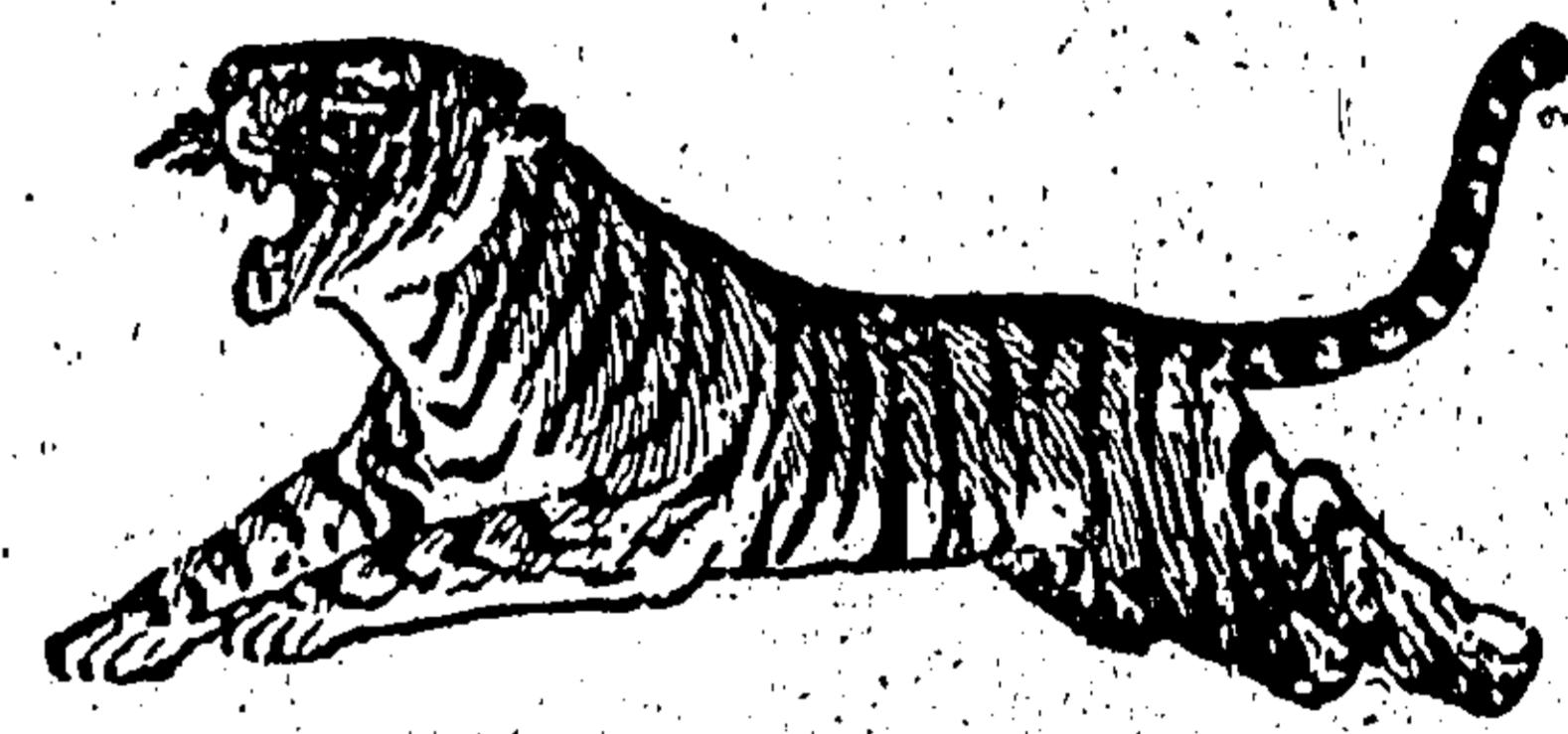
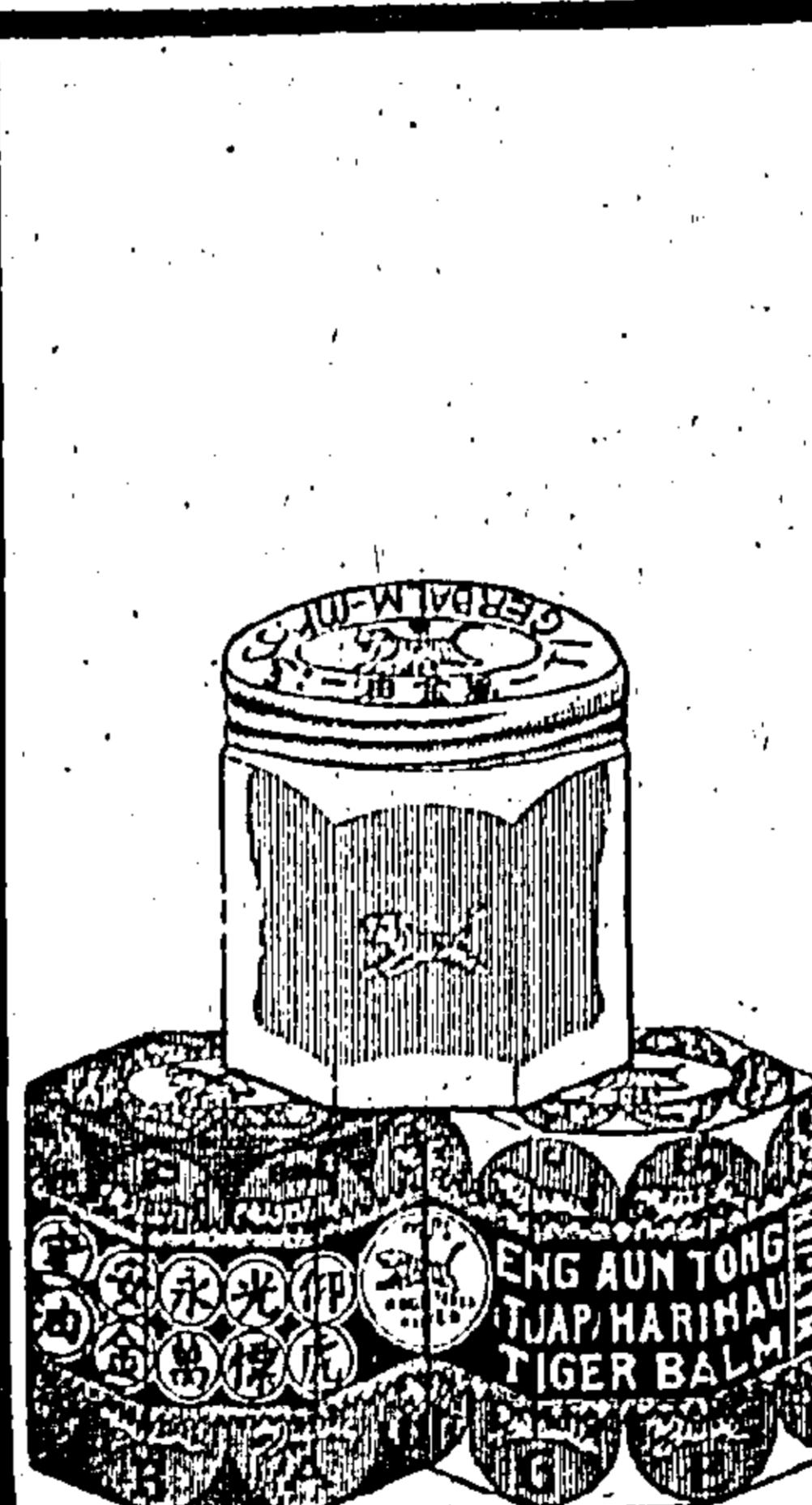
Furniture

DESIGNS AND ESTIMATES SUBMITTED.

## ARTS &amp; CRAFTS, LTD.

OPPOSITE THE RACECOURSE

SHANGHAI.



Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation

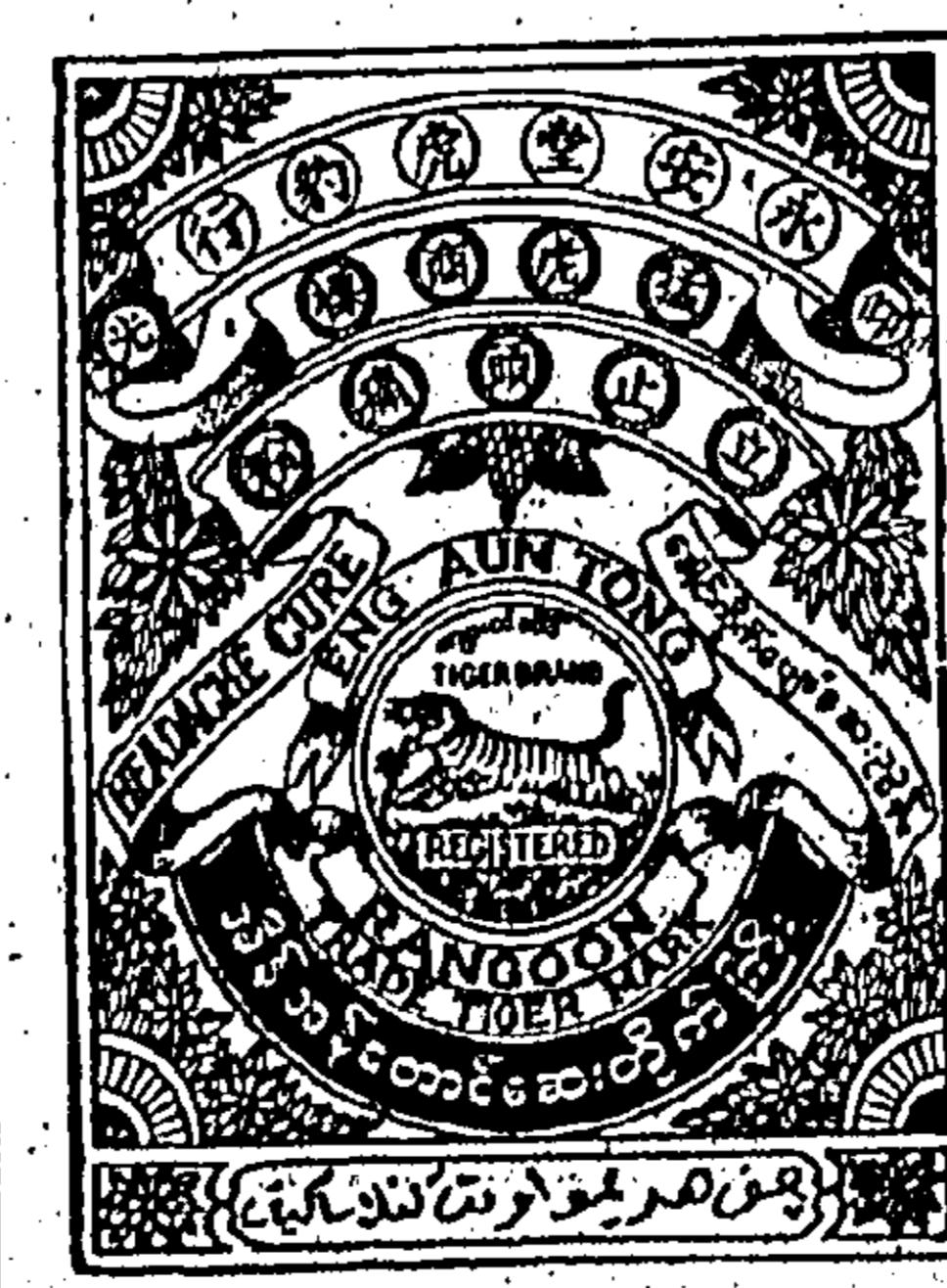
—THE TIGER BALM: This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBtainable at all DRUGGIST SHOPS AND BIG STORES.

Big Pots 60 cts each.

Small Pots 25 cts each.



Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND of FLESH" from your homely wife, and lovable hibren. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

10 cents per packet.

ENG AUN TONG  
THE TIGER MEDICAL HALL

Head Office in Rangoon, Burma.

Branch Offices: Hong Kong—26, Bonham Strand, East. Singapore, Shanghai, Swatow.



**THE CORRECT STYLES  
FOR 1929**

**Ladies' Spring and  
Summer Hats**

(Fine Straw, Wide Brim & Fancy Ribbon)

Also

**Ladies' & Children's Raincoats**

in Various Charming Shades

**AT SINCERE'S**

**URGENT  
HONGKONG HOTEL  
ROOF GARDEN**

**THE BANVARD MUSICAL COMEDY  
COMPANY**

will present a special

**CABARET ENTERTAINMENT**

in the course of

**DINNER DANCE**

at the Hongkong Hotel Roof Garden on

**MONDAY, the 8th April**

Reserve your Dinner table at once, please, to avoid disappointment. Accommodation limited. For this special occasion (which cannot be repeated owing to the impending departure of the Musical Comedy Company) the charge will be \$7 (seven dollars) per head. Reservation: Hongkong Hotel.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Pending, famed for its sands where Captain Malcolm Campbell created a world's speed motor record, is to be developed by a limited company.

Capt. Morgan has retired from the governorship of Princetown Prison, Dartmoor, and is succeeded by Capt. Clapton, from Maidstone.

**SOOTHES AT A TOUCH  
ECZEMATOL**

Wonderful for allaying irritation.

**THE COLONIAL DISPENSARY.**

13, QUEEN'S ROAD CENTRAL.

Tel. O. 1877.

# WOMAN'S WORLD

FOR OUR LADY READERS.

**Learning Languages.**

**SPIRIT OF ENTERPRISE  
LACKING.**

In a speech at the annual luncheon of the British Export Society held in London recently, reference was made to the fact that the Government Committees for Salesmanship are asking the Board of Education to arrange for an investigation into the teaching of modern languages in England, that a comparison may be made between the facilities provided there and those of other countries.

This is certainly a step worth taking in the necessary movement towards perfecting our salesmanship abroad, but I do not believe says a writer in a Home magazine, that, once the investigation is made, it will be found that a great part of the guilt for our neglect of foreign languages lies with our educational advisers.

If they are in fault, then I rather think that their sin is in attempting to do too much for people who have forgotten how to do almost anything for themselves.

I hate to say it, but, after contrasting the attitude of the working people I have met abroad—in France, Switzerland, and Italy—in this matter of acquiring languages, with that of our own people, I am convinced that what is lacking in us is the spirit of enterprise.

Abrond you find hotel-workers, clerks, typists, shopkeepers, both men and women, eagerly watching for an opportunity to talk to an English person, solely with the object of trying to enlist one's help in obtaining work over here.

Eagerly they will explain that a knowledge of English would be of great use to them in business, and that, to obtain six months' residence in the country, they have saved for years, perhaps, and that they would be willing to work, as one boatman put it "only for eating."

How many of our people in the same lines of business would make any sacrifice at all to learn an extra language?

**The Problem of Growing Hair.**



It is a very real problem just how exceedingly becoming these corkscrews can look, especially on a youthful, well-shaped head.

Special narrow bandeaux are obtainable, both for daytime and evening wear. With the curled coiffure they are quite successful, and they are helpful also to the girl who has naturally wavy hair and does not wish to spoil it by artificial curling.

During the day perfectly plain bands must, of course, be worn, but in the evening some very pretty schemes may be worked out. Softly swathed satin ribbon band is simple to manipulate, and if it is slipped through a pearl buckle it becomes at once sufficiently decorative for any occasion.

Then there is the dainty little diamante bandeau, which holds the front hair firmly in position and, slipping behind the ears, permits the side pieces to form a pliant frame for the face. Holding the hair neatly down to the back of the head, it fastens at centre back with a rather large oblong ornament, under which persistently straying ends may be securely tucked.

**Lace Dresses.**

**SHOULDER FLOWERS ALSO  
OF LACE.**

In the "Openings," which are now on in full swing, in London, there are many flowered silk frocks which will vie with the flowers when the summer comes, and stand out amidst the green trees.

Lace frocks are also popular. The neatest ones are in mastic colour mounted over tight short slips. One of the new ideas is to have a plain black foundation, which shows darkly through, the open-work of the lace.

These touches of black have become increasingly popular throughout this season of colour. They are now more than mere "touches" of black. Many of the fashion prophets predict that this will be a black and white season. Certainly nothing looks more smart than this combination.

The latest thing to wear with these lace dresses is the shoulder flower in lace also, and should the

dress be in mastic or black, red is the preferred colour. Sometimes flaming scarlet is used alone. Sometimes it is combined with white. These two shades give a note of fresh, clear colour which is very welcome.

**Two Tone Gowns.**

Two tones or two textures of the same colour combined in a single dress provide the theme for one of the smartest models this season.

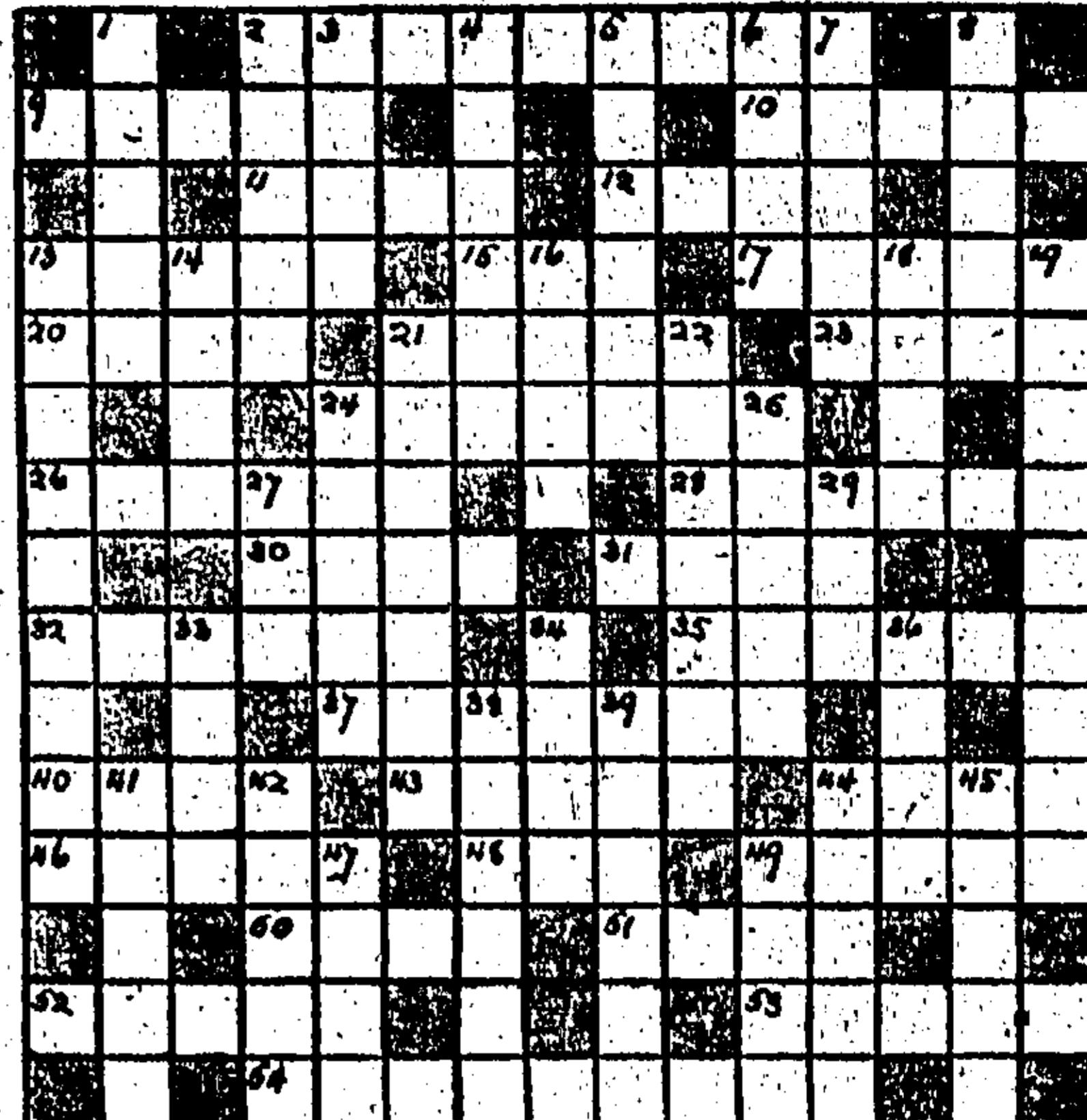
The two texture idea has now been in the mode for some time, and it is capable of great variety.

The use of the dull and shiny sides of crepe-satin has given its particular cachet to many afternoon gowns.

The same idea is now being carried into combinations of dull wool and shiny silk of identically the same colour.

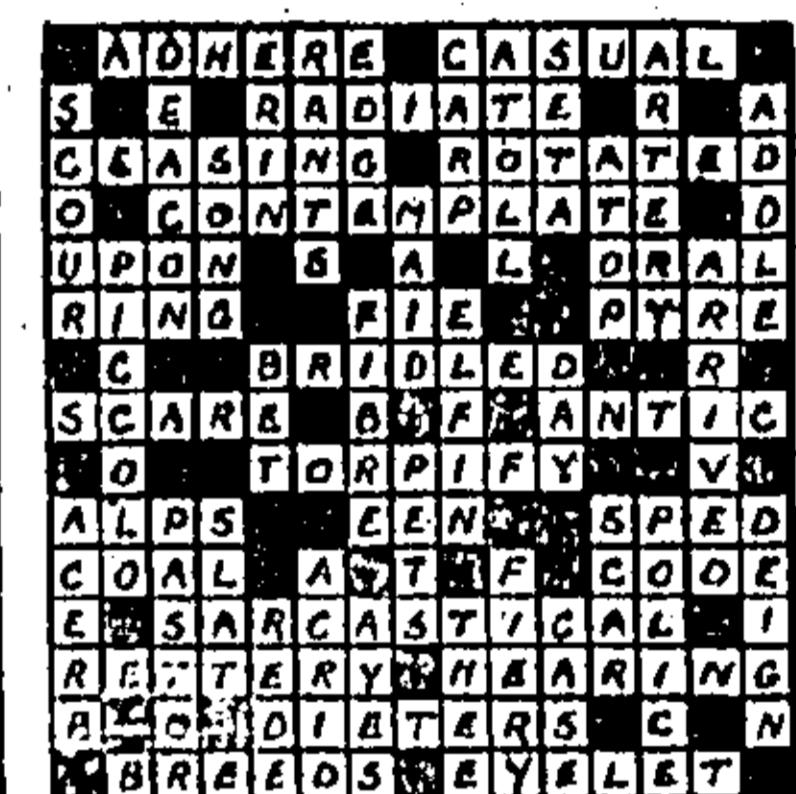
A sports frock seen recently shows wool jersey bound and faced—with satin of the same colour. That colour is yellow beige, which is one of the pleasantest and the smartest for outdoor wear to-day.

**OUR NEW BRITISH CROSSWORDS**



Across  
2 Republican leader.  
9 Invest.  
10 Large pitchers.  
11 Shroud.  
12 Puzzic.  
13 Deprive of.  
15 Fold.  
17 Dispatches.  
20 Rind.  
21 Metallic vessels.  
22 Song for two.  
24 Well-bred.  
26 Course of proceeding.  
28 Wedge-like.  
30 Corrode.  
31 Uncontaminated.  
32 Lump of gold.  
35 Fillet.  
37 Enticed.  
40 Spurious.  
42 Physicked.  
44 Marshes.  
45 Firm.  
48 Number.  
49 The populace.  
50 Biblical extract.  
51 Deficient of hearing.  
52 Musical drama.  
54 Making dear.

Yesterday's Solution.



**LIGHTS FAIL DURING  
AN OPERATION.**

electricity for power came to a standstill.

Operation Stopped.

For about half an hour the Royal Northern Hospital had to rely upon its own emergency plant, supplemented by candle-light, in order to carry on.

A serious operation was in progress at the time the light failed. For a few minutes the surgeons had to suspend work until the emergency plant could be switched on.

"Fortunately," an official at the hospital told a representative of the *Daily Chronicle*, the critical part of the operation had been completed, and the delay was not attended with any serious consequences.

Cinema audiences were invited to remain in their places until the lights reappeared.

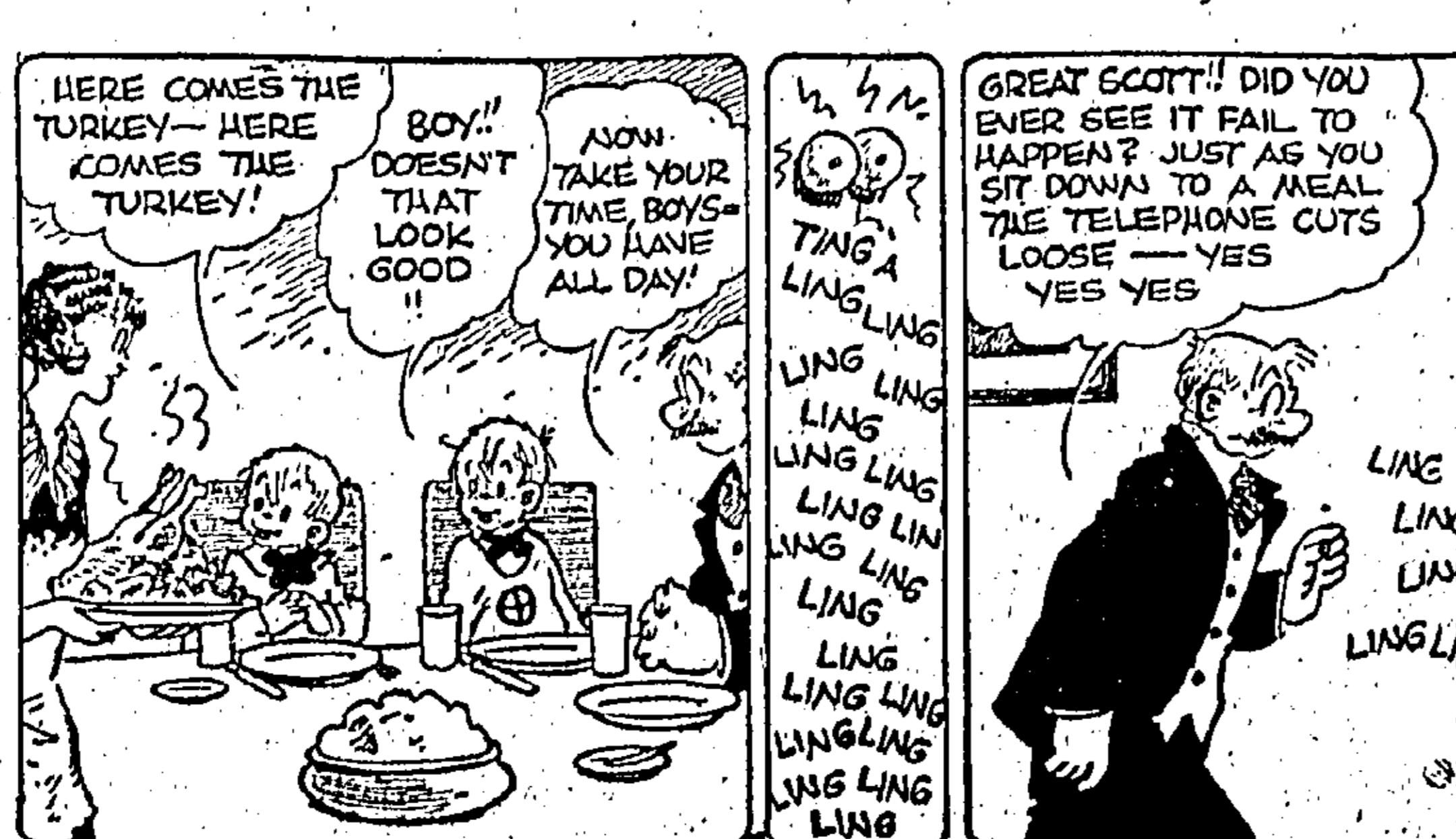
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**Cheapest and Best**

From all leading Compradores.

By Blosser

**FRECKLES AND HIS FRIENDS**



**S. O. S.**



**Just Arrived**

FRESH STOCK OF

**H. D. FOSS & Co's.****AMERICAN CHOCOLATES**

IN

great variety—elegantly packed.

**A. S. WATSON & CO., LTD.**

Phone C. 10.

WHILE LIFE IS STILL  
A BIG STICK OF**Candy**give them the  
best in MUSIC

THE early years are the most impressionable. Melodies heard during childhood are traced indelibly on the mind. . . . What an opportunity to give your child the rich background of the world's great music! With an Orthophonic Victrola, they hear the music reproduced with all the wonderful realism of the original performance.

Indeed, one of these instruments is a constant source of entertainment to the whole family. And they are not expensive. We have models at our store which cover every taste and every income.

**S. MOUTRIE & Co., Ltd.**

(Victor Distributors)

Castor Road.

**FOR LITTLE TOTS****Useful Lisle Thread  
Socks.**From **70** cents a pair.**STRAW HATS.**

White Drill.

**SAILOR SUITS**

for Boys.

From **\$7.00** a suit.Dainty little Gingham dresses with  
knickers.

for Girls

From **\$4.50** a set.**Lane, Crawford, Ltd.**

Children's Department.

GROUND FLOOR. TEL. C.4507.

**THE LARGE  
NUMBER  
OF  
WAYGOOD-OTIS  
LIFTS  
INSTALLED  
IN LOCAL BUILDINGS  
IS PROOF OF THEIR  
SUPERLATIVE MERIT.**
**THE MAJORITY OF  
LIFTS YOU USE  
ARE  
WAYGOOD-OTIS**
**ERECTED & MAINTAINED  
BY  
DODWELL & CO., LTD.**
SOLE AGENTS FOR  
HONGKONG & SOUTH CHINA

have, by their own admission, "a grave responsibility whenever there is evidence that member banks are maintaining speculative security loans with the aid of Federal Reserve credit." During this year, however, they have used all the means customary employed by the country's central bankers, namely, an advance of the rediscount rate, a forcing up of the buying rate for bankers' acceptances, the sale of government securities, and the issuance of public warnings. All of these moves, however, have accomplished little, as evidenced by the fact that during the period brokers' loans have risen by over \$1,500,000,000, while the average price of 300 common stocks has advanced some 40 per cent. It is small wonder that a large portion of the speculative community questions the efficacy of any action the Board may take, and insists that it necessarily will be defeated unless it can secure the private co-operation of large banking interests in the financial district.

Students of the Federal Reserve system, according to the newspaper referred to, do not admit that the situation is such that the Board cannot bring it under "control." In support of their position these individuals rely upon two main points. In the first place, they very properly contend that the Board has pursued a more or less half-hearted and surprisingly inconsistent attitude during the last year, and that this has been further emasculated by the inexorable reassuring statements which have been issued by "high Treasury officials." Secondly, these students point out, the most powerful weapon of reserve Banks has not yet been used, namely, a differential rediscount rate against those banks which will use the proceeds either for lending on the Stock Exchange, or, what amounts to the same thing, for taking care of their commercial customers while still maintaining brokers' loans. By the Board's own ruling there is no question but that the Reserve Banks have the necessary authority for doing this, or even to refuse to rediscount for a bank carrying speculative loans. Likewise, it is clear that by the use of this power the reserve system could quickly curtail a substantial portion of the "excessive amount of the country's credit" being absorbed by speculation.

## Britain in the Air.

London political circles are a great deal more agitated regarding the Air Minister's admission that Britain has been allowed to sink to fifth place in air-power than in Sir Samuel Hoare, himself. This most diligent Minister, while cutting his Estimates finer than he would choose, does not appear to be unsatisfied with the present state of affairs, which rather suggests that Britain is content for the time being to indulge in a search for perfection in design and staying-power. When the required quality has been fully proved, it is safe to presume that quantity will be forthcoming. More in the nature of experiments than challenges to our foreign competitors, Britain is venturing an attack on four of the existing world's air records in the course of 1929, while of perhaps even greater importance from the viewpoint of Empire communications, our great airships are expected to be ready for the air soon. It is anticipated that the attack on the duration and non-stop records will be made in a day or so by Flight-Lieutenant Jenkins, who was given charge of the Fairey-Napier monoplane at Cranwell and will take off when conditions are favourable for a non-stop flight to Durban. A further attempt to upset Major Bernhardi's speed record will be made after Britain has defended the Schneider Trophy, while a special machine is to be constructed with a view to reaching an altitude of 42,000 feet. The value of these attempts consists not merely in their performance, but also in the research work which aviation experts are called upon to undertake in order to make them feasible. The evolution of the aeroplane has progressed almost as

**DAY BY DAY.**

AIM AT INDEPENDENCE OF MIND.  
THERE ARE SOME MEN WHO GO IN  
LEADING STRINGS ALL THEIR LIVES.  
—J. Stoughton.

Wt. Engr. H. Cooper has been appointed to H.M.S. *Titania*.

It is notified that the name of the Yuet Tung Steamship Company, Limited, has been struck off the Register.

Lieut. Commr. H. G. C. Stevens has been appointed to H.M.S. *Bee* and Lieut. (E.) J. D. Ainger to H.M.S. *Tamar*.

Tenders are being invited for the preparation of site and construction of a market at Kowloon City, with drainage and any other contingent work.

His Excellency the Governor has accepted the resignation by Lieutenant T. G. Weall of his Commission in the Hongkong Volunteer Defence Corps.

To-day at 6.30 p.m., Swami Gopaldas, an eminent Indian Sadhu, will deliver a lecture on Hindu Philosophy and Yoga, at Sindhi Merchants' Club-Hall, China Building. All members are cordially invited.

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The gross receipts of the two dancing saloons given by Miss Violet Capell amounted to \$1,200. Miss Capell has taken with her \$20 which she will be handing to Viscount Knutsford for the London Hospital, and two other local charities are benefitting also.

Amongst the passengers who left by the *Hakusan Maru* to-day were H. E. Jono de Blanchi, Portuguese Minister to China; Mr. and Mrs. D. M. Goodall, Miss P. Goodall, Mr. and Mrs. J. A. Tarrant, Miss B. Tarrant, Mr. and Mrs. Carr Ramsey, Capt. Krogh Moe, Mr. F. E. Nash, and Mr. A. Kinross.

The Rev. G. R. Lindsay, formerly of the St. Andrew's Church, Kowloon, has been appointed to the living of St. Cyprus' Edge Hill, Liverpool, in succession to Canon H. D. Morgan. Mr. Lindsay is thus returning as Vicar of the Church of which he was formerly Curate. The appointment is in the hands of the Simeon Trustees.

Hongkong passengers on the P. and O. *Kalyan* due to arrive next week, include Miss W. J. Adams, Mr. D. Black, Miss V. N. Brett, Mr. J. A. Dewhurst, Mr. H. Dewhurst, Lieut. W. F. Eds, R.M., Mr. T. J. Fawcett, Mrs. Freeman, Miss Freeman, Miss E. Geldart, Mr. H. G. Hegarty, Miss H. R. M. Korte, Mr. and Mrs. W. A. McDonald, Mr. and Mrs. Mackie, Mr. D. S. Pethick, Mr. C. T. Pendrey, Mr. T. Sparshott, Mr. G. White.

To-day, the Rev. W. W. Rogers, Mrs. Rogers and family depart for England by the N.Y.K. *Hakusan Maru*. Mr. Rogers has been more than five years away from home, as he was with the C.M.S. in Canton before his connexion with St. Andrew's. The Rev. C. B. Shann, Warden of St. John's Hall, has kindly promised, with the consent of the Church Missionary Society, to be responsible for the Church Services in Mr. Roger's absence.

The health bulletin of Eastern ports for the week ended March 30, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Suez 1, Baghdad 2 (1); Bombay (1), Phnom Penh 4 (4); Cholera, Bombay (1), Calcutta (70); Bangkok 3 (1), Phnom Penh 3 (2), Saigon 6, Canton 1; Smallpox, Aden 9 (4), Basra 1 (1), Bombay 94 (51), Calcutta 22 (18), Karachi 58 (20), Moulmein 6 (1), Vizagapatam 15 (2), Singapore 1, Phnom Penh 27 (14), Shanghai (6), Canton 38.

much in the past year as in the early days of the war but it is only by constant experiment that the goal of perfection can be brought within reach. Sir Samuel Hoare has already ventured a vision of Great Britain as much mistress of the air as of the seas, though he pins his faith in the airship, regarding the aeroplane as primarily useful for short journeys. Of the R.100 and R.101 he says that they will leave every other nation far behind in every sense. They are not just super-Zeppelins, but are something new, "sprung from the very bedrock of science after five years of research and tests." We trust his aspiring hopes will be fully realised.

**THE WRITER'S ART.**

Should a Novel Have a Plot?

There have been endless discussions on the function and scope of the "novel." Today there are so many kinds of novel in existence that M. Abel Chevalley and Mr. E. M. Foerster, seeking a definition which would include them all, have to be content with "a fiction in prose of a certain extent." Again and again we hear it said that anyone who has anything to say, on any theme, or in any manner, says it in fiction. A novel, it would appear, so long as it is "a fiction in prose," may be anything and everything; it knows no laws but those its author voluntarily adopts.

Can we be content with so general a verdict? The field of fiction is certainly a spacious one, and he would be a bold critic who attempted to define its limits too rigidly. Certainly the novelist is free to follow any path he likes. But we are equally free to say what gives us enjoyment. It is worth asking whether an author, by conforming to this or that method, increases our satisfaction; and by ignoring it, diminishes it. For the moment I will confine myself to a single issue. I will ask whether there is any justification for the demand that a novel should have an "excellent plot;" or whether there is any need that a novel should have a plot at all; or whether the word plot, in regard to a novel, has any proper meaning.

Today there will be no clamorous reply, "Of course a novel must have a plot." The modern reader is so accustomed to books which pass on from situation to situation, from the exhibition of character to that, from the first appearance of some individual to his disappearance from the scene, that he will be inclined to say, "Of course a novel need not have a plot." Its topic is just human life; we look for that rather than a plot." We may be entertained by the quizzical attitude of Mr. Gerhardi as he disconnects groups and regroups his characters; but the plot escapes our notice.

A novelist much in vogue a few years ago, Miss Dorothy Richardson, was proudly indifferent to plot, or theme, or coherence of subject, but having a gift for putting into words her elusive and rarefied perceptions, she was received with unmurmured praise by the most accomplished critics. And indeed from very early times the novelist often made no effort to present that close-knit action which is indispensable in a play. The "story" in Jane Austen, generally the least part of its interest. This is equally true in the case of Dickens. And it has been pointed out that Tolstoy, in "War and Peace," so far from seeking unity of plot, presented at least two overlapping themes, intermixed with incidents and disquisitions which contributed little to the unfolding of the one theme or the other.

Again it has been unusual to speak of "Gill Blas" as a novel, though there is some genuine character-drawing in it; the reason being that, while the same person passes on from one amazing adventure to another, the book is a succession of romantic episodes in which there is no unity beyond that of the hero. The importance which characterization assumed in the developed novel did not diminish the value of plot. When, however, the treatment became more subtle, there was a tendency to transfer the action to the mentality. When that happens it is better perhaps to think of a "situation," within whose orbit the thoughts of the characters move than of a "plot" which may suggest crude physical movements in space.

In the simpler forms of the novel the plot is simply "arrangement of incidents." This is marred by an unnecessarily grim ending; this little work achieves an effect of passionate interest. Is there not loss to his great work because he has neglected unity of theme? Is there not loss also in most of the novels of Dickens because he has strung character and description onto so thin a structure of plot? And if we feel this defect even in the masters of fiction, will not this absence of plot, or definite theme, of a situation one and indivisible, be all the more regrettable in the writings of men of lesser calibre?

This exact loss which a work suffers from this weakness of construction is a loss in respect of beauty. We may get a thousand exciting impressions from a story, but because it has no unity we lack that serene impression, that emotion of pure beauty which comes from the contemplation of a satisfying picture or the witnessing of a harmonious play. There is one short book in which that clever author, Mrs. Wharton, rises above herself—"Ethan Frome." Though crude physical movements in space.

In the simpler forms of the novel the plot is simply "arrangement of incidents." This is marred by an unnecessarily grim ending; this little work achieves an effect of passionate interest.

(Continued on Page 6)

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 6th APRIL, 1929.

*Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.*

## AIR-VALVE PLUG.

Acts as Supercharger.

## FILLING EACH CYLINDER.

A spark plug which acts as a super-charger is being manufactured and sold in America.

In the centre of each plug, and running through the core is a passage controlled by an air valve. Induction on the piston's down stroke opens this valve and sucks in an extra quantity of air which, added to the mixture obtained from the carburetor, should give each cylinder a full combustion charge, acting as a supercharger to each cylinder.

As well, the air draught should cool the electrodes of the plugs, and prevent pre-ignition.

One obvious effect should be—a weaker mixture in each cylinder until the carburetor is re-adjusted, but the extra fuel required would be offset by the extra force of each explosion.

## USED CARS

### FIVE SPECIAL OFFERS

#### STUDEBAKER Standar

6 Tour.  
ing Car 1928 Model, 5-seater  
27.34 h.p. Owner Driven  
.....H.K. \$2,500

#### MORRIS OXFORD

Touring Car 1924 Model, 5-  
seater 13.9 h.p. Owner Driven,  
Mileage 18,000...H.K. \$1,000.00

#### MORRIS COWLEY

Touring Car 1925 Model 5-  
seater 11.9 h.p. Owner Driven,  
Mileage 10,127...H.K. \$800.00

#### STUDEBAKER Light

6 Touring  
Car 1922 Model, 5-seater 25  
h.p. Owner Driven, Mileage  
23,000.....H.K. \$500.00

#### CHEVROLET Sedan 1928

Model 5-  
seater 21.7 h.p. Owner Driven.  
.....H.K. \$1,400.00

### The Hong Kong Hotel Garage.

25, Queen's Road Central.  
Tel. Central 4739.

## ACCESSORIES

A big display of "Oxidite" and  
"Lucas" storage batteries suitable  
for all motor cars and radio. Also  
accessories of all kinds for motorcars  
and cycles such as,

Electric horns. Hand jacks.  
Bumpers. Foot pumps  
Spark plugs. Wrenches  
Tyre patches. Lamp bulbs  
Brakelling. Body polish  
etc., etc., etc.

All at exceptionally low prices. Call  
and inspect THE HONGKONG  
MOTOR ACCESSORY CO., Bank of  
Garden Building, Tel. G. 677.



PAINT YOUR OWN CAR!

ALL COLOURS KEPT IN STOCK

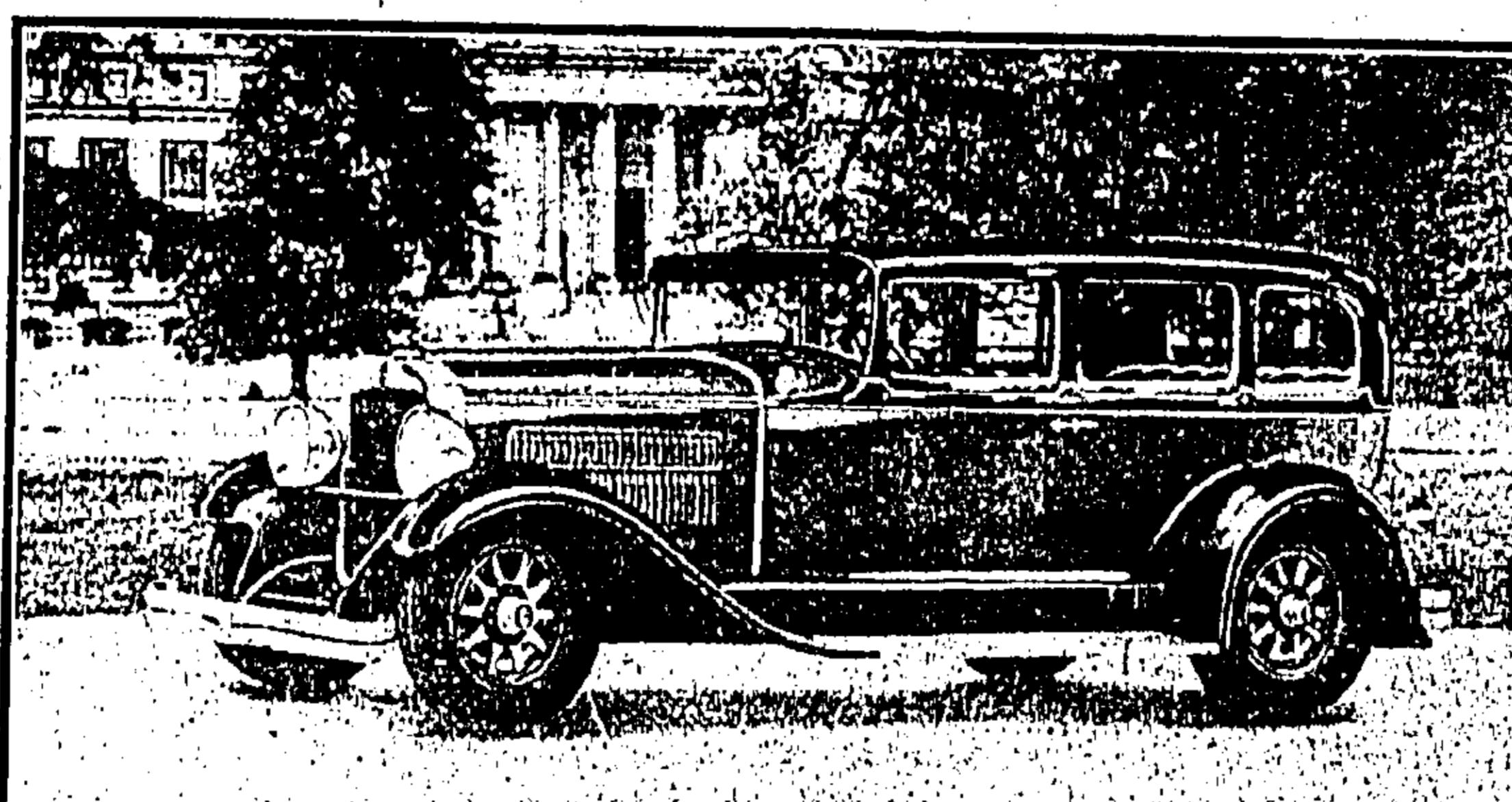
AS WELL AS THE NEW

FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,  
Sole Agents.

## THE NEW NASH "400" 7-PASSENGER SEDAN.



The above picture shows the new Nash "400" Special Six 7-Passenger Sedan in front of the National Museum, Washington, U.S.A.

## CURRENT COMMENT



## ANOTHER PARKING PROBLEM.

### Paris's Pawned Cars.

The municipal pawnshops of Paris will accept any pledge from the family casserole to a spare wheel, and motor vehicles are frequently "hung on the peg" by the temporarily needy.

During last year 90 motor cycles and 119 cars were pawned in Paris. This line of business has become so brisk that the municipal council has been asked to vote £75,000 to provide garage space.

about 30 per cent. of the total energy losses in the whole car. "The tyre maker," states Mr. Pauli, "has no reason to be ashamed of the progress in tyre manufacture, for tyres have been made which have stood up to speeds of over 200 miles per hour, to 182 miles in one hour, to 2,724 miles in twenty-four hours. There is still the greater test of providing at least 145 million tyres for cars in current use operating under every conceivable kind of condition all over the world."

### New Harleys Arrive.

We have been informed by Mr. A. Gascon, of the Gascon Motor Company, that the new 600 c.c. Harley Davidson motor cycles arrived in Hongkong by the Empress of France last week and are now on view at the Company's office which is situated in Gascoigne Road, opposite the steam laundry.

This type of machine is the first of its kind that the manufacturers have put on the road and its attractive lines, coupled with a guarantee to attain a speed of 70 miles an hour or over, will undoubtedly make a big appeal to local cycling enthusiasts.

This model is a single cylinder side valve type and appears to be, to a certain extent, an improved big brother to the popular 350 c.c. single.

All the latest improvements are embodied, including a wider tank, front wheel brake, carburetor air cleaner, improved lighting and ignition switch panel, bullet headlights and a hand controlled generator.

There is already a demand for these latest products of the Harley Davidson factories and those interested are advised to view the machines as soon as possible and book their mounts.

### "Excelsior" Motor Cycles.

Sincere's announce the arrival of a shipment of the British "Excelsior" motor cycles, various models of which can now be seen in the Motor Cycle Dept.

During last year, this make met with very great success in the British Isles, and it is expected that the year 1929 will reveal record business both at home and abroad.

Those interested in motor cycling should certainly make a point of inspecting these capable machines.

## CANTON'S CARS.

### Fords and Buicks Lead.

### OFFICIAL STATISTICS.

According to official statistics of the Bureau of Public Utilities, there are 606 motor-vehicles in Canton. While Fords and Buicks head the list of Passengers Cars, Graham Bros. lead in buses.

The following are particulars of the different makes of motor vehicles registered:

#### Passenger Cars.

Arrol-Johnston	1 Fiat	22
Austin	8 Ford	39
Brafferton	1 Gardner	2
Bullock	39 Gray	2
Chalmers	4 Haynes	2
Chandlers	9 Hudson	8
Chevrolet	28 Hupmobile	9
Chrysler	11 Lexington	1
Citroen	4 Marmon	1
Dodge	24 Morris	2
Durant	1 Maliboom	2
Eclair	2 Maxwell	3
Erskine	8 Mercer	1
Essex	14 Nash	10
Oakland	4 Oldsmobile	21
Opel	3 Overland	25
Paige	1 Pontiac	5
Studebaker	33 Willys Knight	6
Auburn	1 Berlitz	1
Armstrong	1 Cadillac	1
Siddoley		

#### Buses.

Brockway	4 Chevrolet	2
Ford	11 Federal	8
Fiat	2 Graham Bros.	22
Reo	3 Thorneycroft	5

#### Trucks.

Carboto	1 Ford	18
Chevrolet	12 G. M. C.	3
Dennis	1 Maxwell	2
Durkopp	1 Reo	1

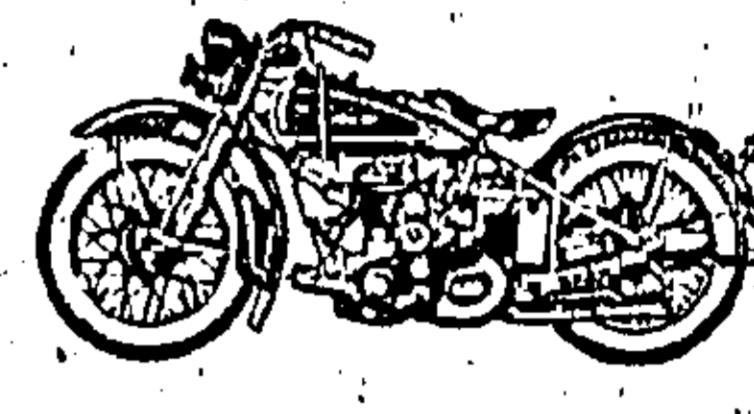
#### Motor-Cycles.

A.J.S.	3 B.S.A.	8
Coventry	1 Ferrot	1
Francis	1 Harley	—
Barnett	1 Davidson	11
Indian	11 Monet Guyon	1
Raleigh	1 Royal Enfield	1
Triumph	4	

#### Other Vehicles.

Effecto	100	
AUTO FINISHES		

## Just Arrived



## PER S. S. EMPRESS OF FRANCE

## THE NEW 500 c. c. HARLEY DAVIDSON SINGLE.

!!!

For further particulars apply:-

## THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND  
ACCESORIES IN STOCK.

## 8 "Firsts" in automotive History that emphasize Mobiloil

## QUALITY

First successful automobile engine lubricating oil—used by George B. Selden in his first car, 1877.

First automobile oil supplied in different grades to meet the varying needs of different types of engines, 1905.

First Lubrication Chart. The publication of the Mobiloil Chart made each dealer and motorist an expert in selecting the correct oil for any make or model of car, 1908.

First to provide for special summer and winter lubricating requirements. The Mobiloil Chart pioneered also in showing which cars should use lighter oil in winter, 1906.

First oil to obtain universal approval of the automotive industry. 182 makers of automobiles and motor trucks approve the recommendations for their engines in the Mobiloil Chart.

First in aviation. The list of aviators who have depended upon Mobiloil quality in historic flights includes Col. Lindbergh, the U. S. Army Round-the-World fliers, Arthur Goebel, the U. S. Army Hawaiian fliers, Amelia Earhart, Captain Wilkins and many others whose feats you read about in your newspapers.

First in popularity. Mobiloil is asked for by more motorists than any three other oils combined.

First in distribution. Mobiloil is the only oil sold in every foreign country where motor cars are used. You are always sure with

*The World's Quality Oil*

**Mobiloil**

VACUUM OIL COMPANY.

Teach Them Young.  
About 2,000,000 school children are receiving safety education along with their regular studies as a result of the co-operation of educational systems with the American Automobile Association. Nearly 160,000 boys are acting in school safety patrols, affording protection to more than 5,000,000 children.

**USED AGAIN.**  
Engine Oil Will Burn.  
**INDUSTRIAL POSSIBI-**  
LITY.

Used engine oil is not quite so useless as it seems, for experiments in America have shown that it is excellent fuel for oil burners used in heating homes or industrially.

Millions of gallons of used oil are dumped every year and the problem is: Where to dump it?

American homes, with their cellar furnaces supplying warmth to all rooms, have now found a new use for it, cutting down the winter coal bill and removing the fatigue of ash removal.

Industrially, its uses are just as great, for few manufacturing plants run without heat and the dozens of different types of burners which have been invented cover the range of requirements.

If Australian Manufacturers adopt the clean, oil-burning type of furnace, it may yet be possible to "trade-in" used oil at the garage on a flat rate basis.

**MORE RECORDS.**

2,000 Miles at 85 Miles  
Per Hour.

**BY PRESIDENT EIGHT.**

The International Association of Recognized Automobile Clubs in Paris, through the American Automobile Association, has just announced the award of six additional world records and fifteen additional international records for sustained speed and endurance to the Studebaker President Eight.

The world records were established during The President Eight's sensational run of 30,000 miles on the Atlantic City Speedway July 21-August 8, 1928. New international records awarded included the performance of The President Eight Roadster which averaged 85.2 miles on the same track last November.

Distances from 20,000 to 46,000 kilometers are covered by the new world records, of which Studebaker now holds a total of eleven, five having been previously awarded. The average speeds maintained to win these new world marks range from 110.4 kilometers per hour for 20,000 kilometers to 109.8 kilometers per hour for 46,000 kilometers.

Fifteen additional class B international records for cars with piston displacement from 5,000 to 8,000 cubic centimeters were officially accredited to Studebaker following a detailed check made in Paris of the American Automobile Association's timing tape, which recorded every lap of the four cars participating in the tests. Studebaker now holds a total of twenty-three such records, eight having been previously awarded by the international racing authority.

In addition, Studebaker cars hold 126 official American records. This gives Studebaker every official record for fully equipped stock cars regardless of power, price or type of car.

**HINTS FOR THE MOTORIST**  
by ALBERT L. CLOUGH

**MAKING NIGHT DRIVING SAFER.**

What can the individual motorist do as to his lights, to help in bringing this about?

**Installing Improved Headlights.**

Headlamps are constantly being improved, not only in optical design, but in accuracy of manufacture, convenience of focussing and otherwise. In the case of a car which is several years old or one which was not originally fitted with first class lighting equipment, a pair of up-to-date lamps should not only give a more adequate road light, but one less likely to inconvenience oncoming drivers.

Lamps which depend for their light distribution upon specially formed reflecting surfaces, instead of lenses, are well worthy of investigation.

**Better Results from the Present Ones.**

But whatever the character of the headlamps used, they should always be kept in adjustment. Stand 300 feet in front of your car, on a level stretch of road, and if its light proves objectionably glaring, have the focus of the bulbs and the lamp inclination corrected until glare is minimized. If one cannot do this personally it can be done at a service station. Remember, that when a new bulb is installed, refocusing will probably be re-

quired, to secure glareless results.

**Avoiding The "One Eye" Menace.**

Every motorist can reduce the one lamp hazard, by always carrying a pair of extra bulbs and replacing a burn-out at once. Running without the left headlight gives oncoming drivers an uncertain idea of your car's position and running without the right lamp, usually causes the left one to overburn and glare into other drivers faces.

**Inadequate Light is Dangerous.**

Although less commonly condemned dim headlights are on the whole, probably as dangerous as glaring ones and can readily be prevented by keeping the battery fully charged and using fresh bulbs of good quality.

**Lighting The Right Curb.**

In meeting cars safely, the chief requirement is the adequate lighting of the righthand side of the road and the use of a third front light, either a so-called fore-light or a spot-light, trained sufficiently downward and to the right, will accomplish this result and permit the regular headlights to be burned "dim," when the car is topping hills and on other occasion when they may produce glare.

**Clutch Disengagement Trouble.**

Question.—The clutch of my car sticks when I try to disengage it, but after it has been in motion for a time, it works freely. According to instructions, no oil should be used and inspection shows nothing wrong. Can it be that the lining has become gummy? It grips very smoothly and operates properly except as above stated. What is wrong and what is the remedy?

Answer: We believe that this is a cone clutch with leather facing and ordinarily, if the leather becomes gummy with dried oil, such a clutch slips. If there were anything wrong with the lining surface, you would probably have trouble all the time. You may find that the difficulty in initial disengagement arises from the lubricant used on the clutch shaft, the pedal pivot and the throwout mechanism becoming very stiff, when the car is extremely cold. Try a little kerosene at all these points and note what is the result, but if you feel confident that the facing is gummy, sprinkle a little fuller's earth on it to absorb the gummy material.

**Windshield Wiper Speed Varies.**

Question.—Why is it that my windshield wiper does not work so well, when I give the engine full gas? It slows down and sometimes entirely stops when I am holding the foot throttle down to get speed or to climb hard hills. Is there anything that can be done about this?

Answer: Your wiper must be of the kind that operates from the action in the intake manifold. This is very strong when the engine is turning over briskly, with the throttle nearly closed but is very much weaker when the engine is slowed down, under load with full gas on. The speed of the wiper necessarily varies with changes in this suctional force and may become inadequate when the throttle is wide open. The operation of electrically driven wipers is independent of engine conditions and you might find one of these more satisfactory than your present one but before making any change have your wiper inspected to make sure that it is not working under adverse conditions that are corrective.

**100 LEYLANDS.**

**Moscow's "Bus" Order.**

**RECORD ORDER.**

The most impressive traffic units in Moscow (Russia) are the great Leyland motor buses which are now running in all sections of the city. These high-powered British buses have revolutionized passenger transport in the capital of the Soviet. When the peasant from the Volga marshes makes his pilgrimage to Lenin's tomb he does not hail a drosky, but journeys to the Red Square in a Leyland bus. The Russian typist drives to her Kremlin home at night in speed and comfort in the same way; while, when her mother sets out on a shopping trip to the Gostiny Dvor, Bazaar, she also boards a Leyland.

The order placed by the City of Moscow with the Lancashire firm of Leyland Motors, Ltd., was for 100 motor buses, which, incidentally, is one of the largest orders ever placed by a municipality for motor transport.

**CAR TAXATION.**

**The American Plan.**

**EUROPE INTERESTED.**

Certain countries of Europe are planning to send commissions of business men to the United States of America to study the American plan of motor vehicular taxation. In the United States there is the accepted idea that it is profitable to the nation at large and to the individual car owner, to make it easy for men and women in all walks of life to own automobiles. In other words, taxes on automobiles are purposely kept low because of the innumerable economic benefits to be derived from the common use of motor vehicles.

It is also argued in the United States that money obtained from motorists by taxation should be spent on the building of new highways, the improvement of existing roads, the construction of new bridges and the maintenance of present ones, the building of overhead and underneath motor passes—in brief, the money should be spent in such a way as to benefit the motorist. It is not fair to tax motorists to maintain educational system or institutions. Money for such worthy purposes should be raised in some other way.

These commissions of Europeans are going to learn in America that the country's present economic good health is in part due to the contribution of the automobile. The automobile has made possible a great decentralization of urban life and a great building up of suburban and rural life with its consequent influence upon real estate values.

An important contribution of the motor truck is the extent to which retail merchants and farmers have been able to widen their markets.

The United States will welcome these commissions and it is hoped they will return to their homes determined to take steps to encourage the use of motor vehicles. The country which improves its means of transportation progresses economically and after all an automobile or a motor truck is simply transportation.

**RUBBER ENAMEL.**

**Another New Paint.**

**CLAIMS MANY VIRTUES.**

Cellulose finishes for car bodies already has a rival in America, where a new enamel—claimed to have a basis of live Para rubber—is being manufactured.

The makers claim that the rubber enamel holds its gloss in spite of sun, frost, petrol, oil, tar, acid fumes, steam or what you have in the tool box.

The rubber enamel has not been adopted yet by any of the car manufacturers, but is sold by accessory and paint shops.

**LAMB ON UTAH'S TAGS.**

A resolution adopted at the Utah State Wool Growers convention recently requested the secretary of state to provide for automobile license tags in 1930 bearing the contour of a lamb. Sheep raising is one of the state's leading industries.

which retail merchants and farmers have been able to widen their markets.

The United States will welcome these commissions and it is hoped they will return to their homes determined to take steps to encourage the use of motor vehicles. The country which improves its means of transportation progresses economically and after all an automobile or a motor truck is simply transportation.

**Homeward Bound**  
Motorists!  
  
**OUR BUY BACK GUARANTEE**  
MAKES MOTORING TROUBLE FREE

**ON YOUR ARRIVAL**  
The car you select, new or second-hand, is handed over to you registered and insured, and in all respects ready for the road.

**ON YOUR DEPARTURE**  
You return the car to us and get our cheque for the pre-arranged buy-back price.

**ANY MAKE**  
OF CAR SUPPLIED  
FREE TUITION  
DEFERRED PAYMENTS

**Full particulars from:**  
**T.H. STANTON & CO. LTD.**  
P. & O. HOUSE  
14-15 COCKSPUR ST. LONDON-S.W.1  
ORIGINATORS OF THE BUY BACK GUARANTEE  
or from our LOCAL REPRESENTATIVE  
BOX N.318 SOUTH CHINA MORNING POST

# Compare THE DIRECTOR'S performance and price



The Director Royal Sedan — Either wood or wire wheels are available, ball bearing spring shackles.

STUDEBAKER'S new Director is eager to prove its champion performance to you—as it officially proved to the world by traveling 5000 miles in 4751 minutes.

No other car in its modest price class equals The Director's speed and endurance. No other car equals The Director's riding comfort because only a few costly cars offer you the tranquil riding ease of hydraulic shock absorbers plus ball bearing spring shackles.

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (50,000 miles in 26.925 minutes); The Commander Eight; The Director (5000 miles in 4751 minutes); The Executive (1000 miles in 864 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices range from H. K. \$2,520 to H. K. \$6,140.

**THE HONG KONG HOTEL GARAGE**  
25 Queen's Road Central

**STUDEBAKER**  
BUILDER OF CHAMPIONS

**A mighty tough test of Goodrich Silvertowns**



**Goodrich Silvertowns**

"Best in the long run."

**SOLE AGENTS:**

**UNIVERSAL MOTOR & SUPPLY CO.**

22, Queen's Road, Central.

Phone O. 4915.

All sorts of Automotive Accessories also in stock.

One GILLET entered. ONE GOLD MEDAL

Some SUCCESSES obtained in 1928 by Mr. CLARK an amateur with his GILLET 500.c.c. two port

**LONDON-EXETER**

**LONDON-GLOUCESTER**

**COLMORE CUP.**

**LONDON-EDINBURGH**

**LONDON-LAND'S END**

**SCOTTISH 6 DAYS**

**INTERNATIONAL 6 DAYS' TRIALS**

7 Trials Entered. 7 Gold Medals

GILLET D'HEESTAL

Holders of 32 WORLD'S RECORDS

Sole Agent:

**THE FRENCH MOTOR CYCLE Co.**

46, Nathan Road, KOWLOON.

**THE**

**MOTOR UNION**

**INSURANCE CO. LTD.**

Incorporated in England

(Under the auspices of the Automobile Association)

**LIBERAL BONUS FOR CAREFUL DRIVING.**

**LOCAL AGENTS,**  
**THE UNION TRADING Co., Ltd.**

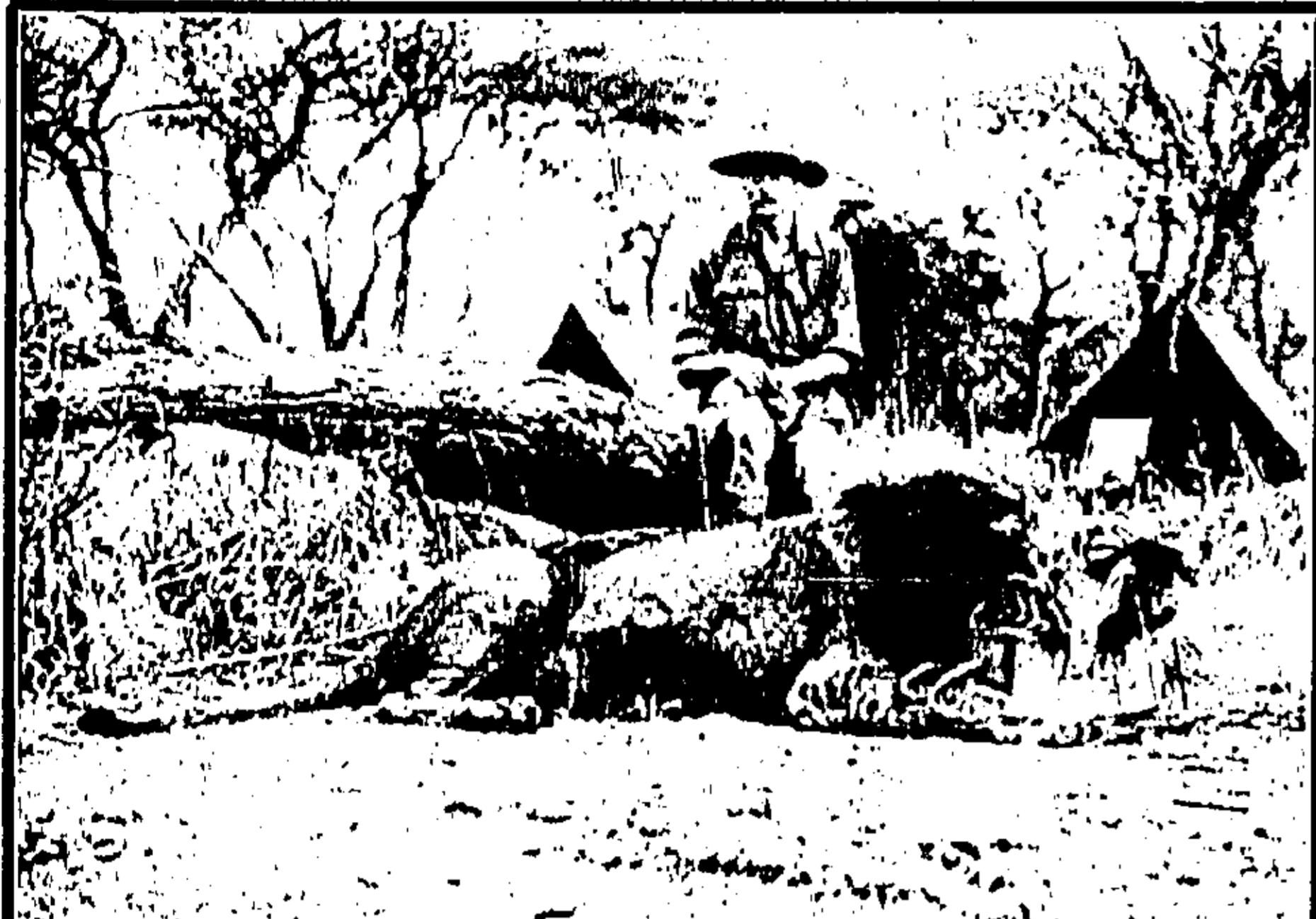
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ATTRACTIVE IN APPEARANCE  
 STURDY IN BUILD  
 ERSKINE  
 STRONG IN POWER  
 ECONOMICAL IN OPERATION  
 DEMONSTRATIONS BY APPOINTMENT  
 THE HONGKONG HOTEL GARAGE.

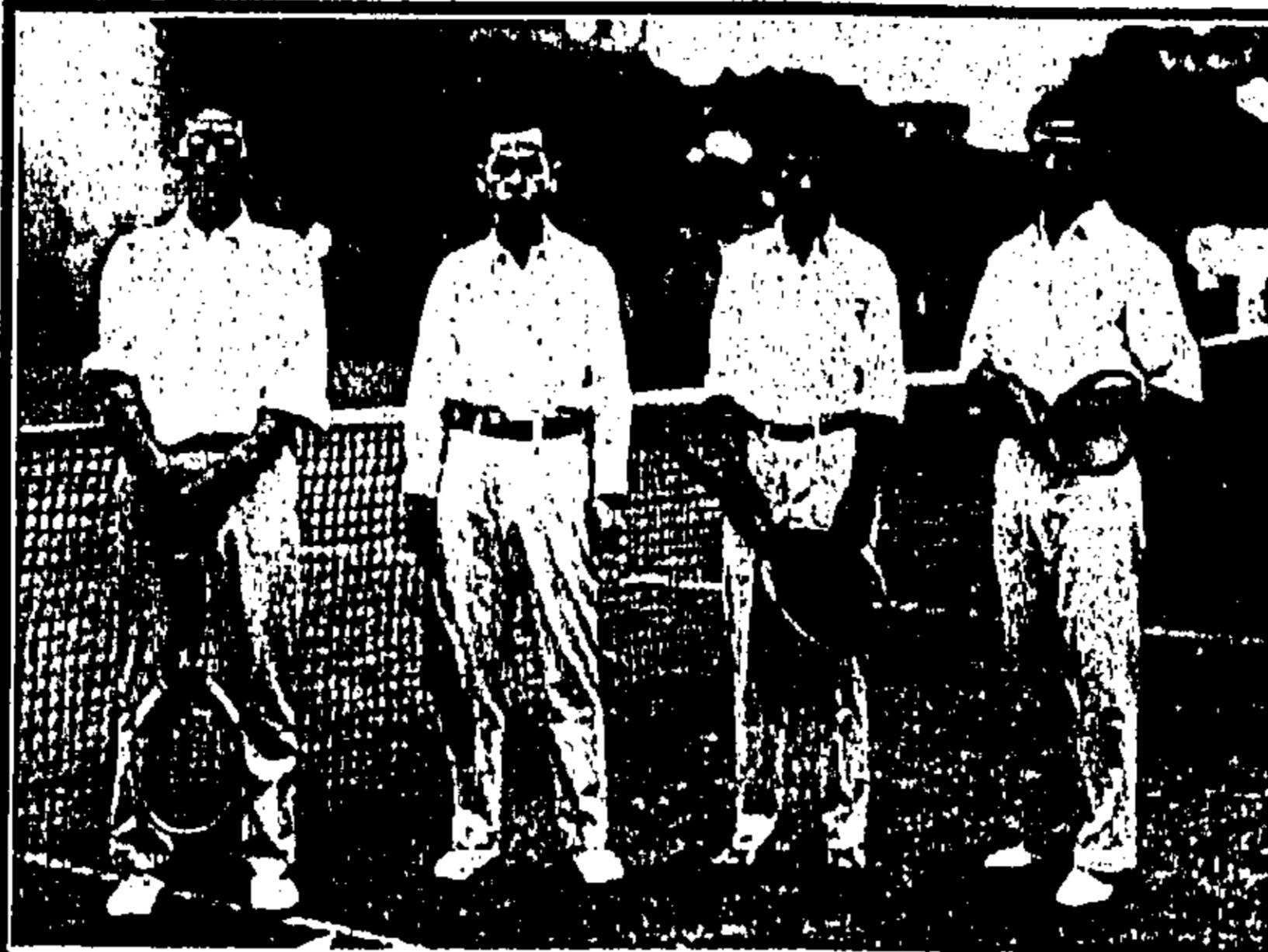
# Hongkong Telegraph.

## Pictorial Supplement

April 6th, 1929.



H. R. H. the Duke of Gloucester, who is visiting Hongkong this month, is here seen with a fine lion which he shot at Lake Rukwa, in Tanganyika, during his recent African tour. (Photo: Central News).



Left to right: T. Akiyama, T. Honda, H. D. Rumjahn, and S. A. Rumjahn, who met in the Doubles Championship semi-final. The Rumjaahs won. (Photo: Mee Cheung).



S. A. Rumjahn is here seen serving during the match in which he and his cousin won their way into the Doubles Championship final. (Photo: Mee Cheung).



Another one of the Duke of Gloucester's "bag" during his big-game hunting expedition. This fine buffalo was shot at Kilesa at a distance of 260 yards. (Photo: Central News).



Mr. P. Tester leading in The Ape, winner of the Dominion Plate at the Races on Saturday. Mr. Harriman is up. (Photo: Mee Cheung).



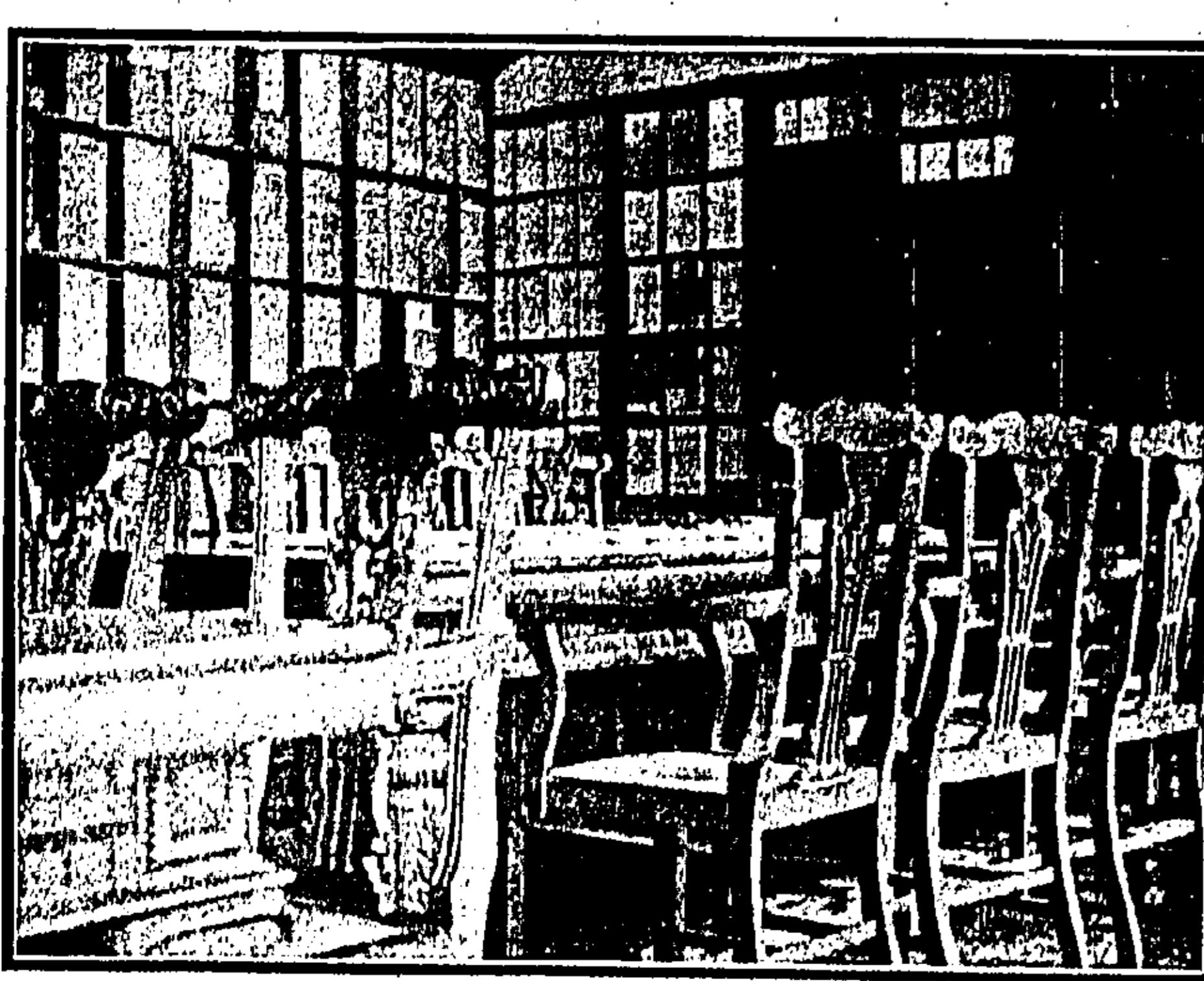
Photo shows Honda making a return in the Championship Doubles tennis semi-final, in which he and his partner lost to the Rumjaahs. (Photo: Mee Cheung).



The final of the Boy Scout ping-pong team championship took place at the Chinese Catholic Young Men's Club on March 26th, when the 8th Group defeated the 5th Group. Teams are seen above, with Mr. C. H. Blason (right), who presented the prizes. (Photo: Mee Cheung).



Billiards team from H.M. submarine L.19, winners of the Hongkong Ships C.P.O. Competition 1928-29, and also of the Weihsien Competition. (Photo: Mee Cheung).



This photograph shows a corner of the Chinese Library which has recently been established at the Hongkong University. (Photo by the Hongkong Amateur Photographic Society).



Mr. Harold Seth leading in Mr. Mac's Zephyr (Mr. Heard up) which won the Mirs Bay Handicap ('C' Class) on Monday. (Photo: Mee Cheung).



Photographs taken at the Stonecutters Range during the annual Rifle Meeting of the Hongkong Volunteer Defence Corps. The various events were fired off on Sunday and Monday. (Photos: Mee Cheung).

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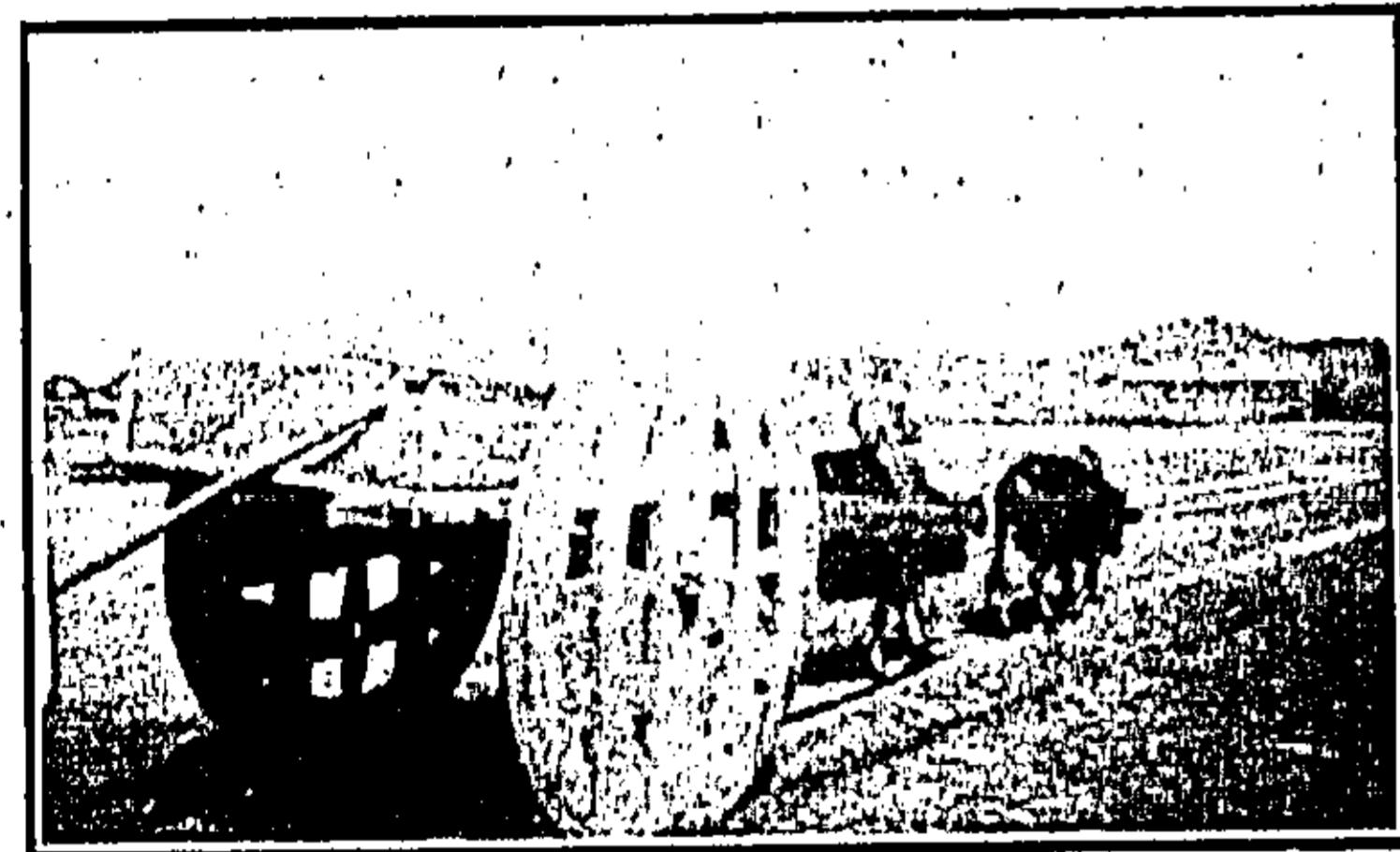
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**CHINA'S MOST WESTERLY SEA-PORT.  
PROGRESS AT PAKHOI.**


Main Street in Pakhoi, newly widened and rebuilt.

Pakhoi might be called China's most westerly port as well as the most southerly, were it not that after passing Hoioh on the island of Hainan, the coast line suddenly turns northward again before reaching its south-western boundary up against Tongking. Although on the south coast of China, Pakhoi has the sea to the north of it, being on a narrow promontory curving round towards the west, which makes the bay that constitutes the harbour of Pakhoi. That is the reason for the name of Pakhoi, which means "North Sea," i.e., having the sea on the north side of the town. It is a very shallow bay, full of sand, and as the coast is not lighted, no ships come in after dark.

There are no harbour facilities of any kind, and cargo has to be unloaded into the local small boats, so when the unprotected sea is rough it is difficult to get the work done. Passengers generally have to finish their shore-going trip on the shoulders of the boatmen through the shallow water and up the shore--rather a primitive method of landing! The steamer service is very irregular, the boats just happen along, sometimes two or three on one day and then an



An old-style farm cart, quite common in Pakhoi. It does two miles an hour!

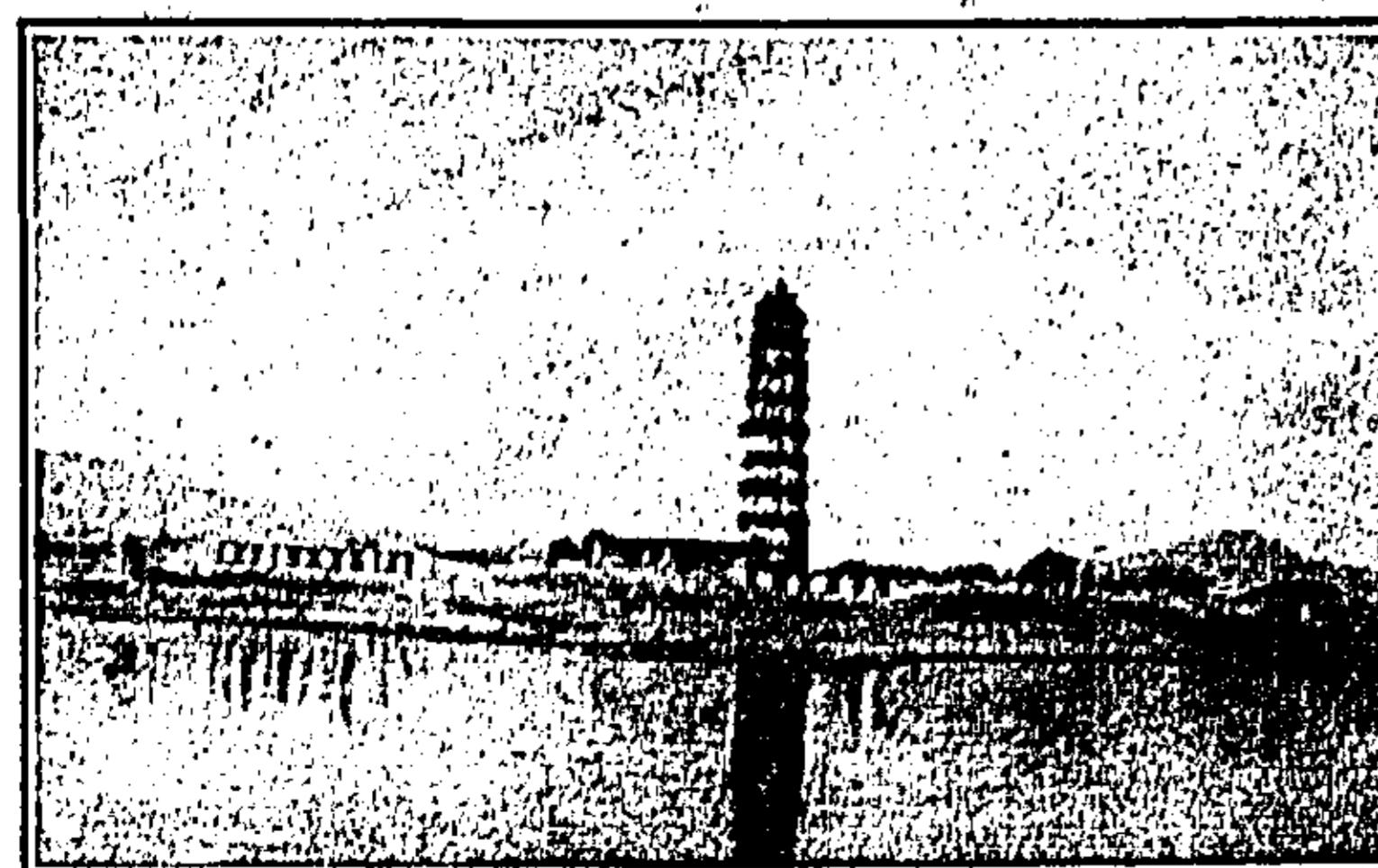
interval of three or four days or and bits of tin. However, the more without any at all. There buses cover the distance between is one ship that runs to a schedule, Pakhoi and Linchow in about 50 but as it only comes once a fortnight its regularity is hardly noticeable.

Pakhoi formerly boasted three Consulates British, French and German, but now there is only one, the French. The others have been closed since the War, and the buildings sold, the British one to the Roman Catholic Mission, and the German to the Salt Administration.

## Wider Streets.

Until nearly four years ago the streets of Pakhoi were the usual narrow lanes as elsewhere in China, but since then the two main streets have been widened to about 30 ft., leaving one of the former lanes lying parallel between them. The chief business street is the one near the sea-shore, but only the central portion of it has been widened, so far, and it peters out at each end into the old narrow lane. In the centre, however, access to the other widened street has been provided by widening a short cross street, so the plan of the new streets is in the shape of the capital letter H. The upper widened street runs out at one end into the wilderness of sand and

## FAMOUS SHIU HING PAGODA.



The famous Shiu Hing Pagoda, photographed at sunset. Shiu Hing is one of the larger ports on the West River, between Hongkong and Wuchow.

shown by the Company in undertaking pioneer work in road making is now going to be a hindrance to further progress until the roads can be taken over by the authorities and the Company compensated.

Another road made by another company runs from the centre of Pakhoi to Namhong, about 35 miles away, but there is very little traffic that way and the company possesses only three or four cars and one bus. The Limchow road is kept in fair condition, but the Namhong one is poor. The latter was originally continued on to Tsap-lei, where it joined up with the Limchow-Paaksha road, but some bridges on this section were swept away by heavy rain floods and have never been repaired, so no cars run on that section now. The bridges on the Limchow road are quite good.

## Unsucessful Efforts.

Two other efforts towards modernising Pakhoi have been unsuccessful. Many years ago an Electric Light Co. was started but the machinery was continually overloaded and finally ruined, so that it had to be abandoned, and there is no electric light available now.

Then, about four years ago, a waterworks was begun, and wells were dug in a very unsuitable place which would get flooded with dirty water in the rainy season. But the scheme fell through because the man who provided some of the money and took charge of the rest of the company's funds, is said to have gambled the money away instead of buying the machinery with it!

There is a small wireless station here, and the charge for a message to Canton is 10 cents per word. There is also an aerodrome containing two military aeroplanes which make occasional flights, so it will be seen that Pakhoi is up-to-date in these respects.

Another small sign of up-tidiness is that all dogs have to wear collars marked with a licence number, which has to be paid for.

In spite of all modernity at Pakhoi, the district city, Limchow, has made hardly any progress. No streets have been widened and the city walls are still standing, being regarded as useful for keeping out bandits. Limchow was, in fact, besieged by bandits only eighteen months ago, and inhabitants were glad of the walls then.

Inside the city a public garden has been made out of a waste piece of ground, but the brick walls that covered it formerly were never completely removed, and behind the new and imposing entrance gates the actual garden looks very desolate indeed. There is one other sign of progress in the fact that a north gate has been opened in the city wall, but no proper approaches have been made to it, either inside or out, and it does not seem to be used very much. For reasons connected with old superstitions many Chinese cities have, in the past had no North Gate, and in some cases a gate that once existed has been blocked up. So to make a new North Gate is evidence that superstition is breaking down.

## TREATING DISEASE BY RAYS.

(By A Specialist.)

The great advantage of treatment by ultra-violet rays lies in their effect upon the blood.

Besides the ordinary red corpuscles (the tiny discs which give the blood its characteristic colour) there are a minority of small white cells floating in it. The first might be compared with the merchant navy, which carries cargoes of oxygen. The second, flying the white ensign, which repels and destroys invading microbes.

Ultra violet rays, acting on the blood-vessels of the skin, stimulate the body so as greatly to increase the number of these cells.

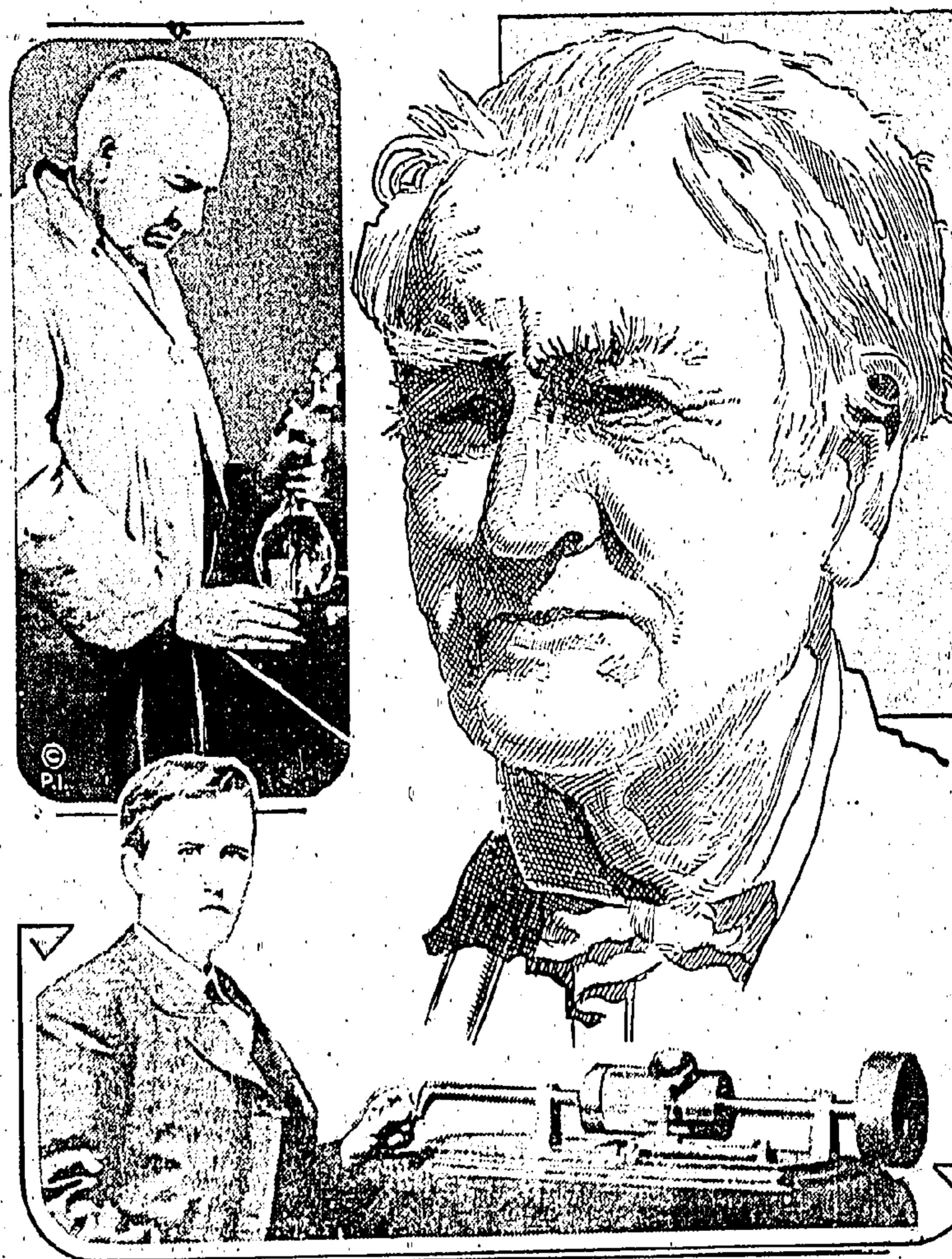
How they do it is still a mystery. They can penetrate only a minute fraction of an inch into the body, so it is impossible for them to have any direct action upon the deeply situated organs which normally control such an increase. But we know that they are capable of causing profound chemical changes in inanimate substances.

One of these changes is the production of vitamins. It is likely that the same kind of thing happens when they act directly upon the blood.

It is not strange that this secret should not yet have been discovered, for, indeed, we know very little as yet of these rays. The sun's light is largely composed of them, but to call them "light" might appear to be a misnomer, since they are invisible to the human eye.

They are curiously delicate as compared with other rays. Instead of crashing through solid substances, like their relatives the X-rays and the Gamma rays of radium, they are turned back by the slightest obstruction.

A film of grease on the skin is an insurmountable obstacle to them. (Every woman knows that an oily cosmetic will prevent sunburn, which they cause.) Smoke, soot, or moisture in the air will prevent their passage. They will not even penetrate ordinary glass. Quartz, which the rays will pass, is

**AGED WIZARD OF ELECTRICITY.  
THOMAS EDISON 82 YEARS OF AGE.**


Every time you snap on electric light, use a vacuum cleaner, ride a street car, attend a movie, turn on the radio, play the phonograph, drive an auto that uses a storage battery, or do a thousand other things that are commonplace now, you owe a debt to Thomas A. Edison for his inventions made all these things possible. Above is a striking sketch of this modern miracle-man; at the left, the aged inventor is seen working in his laboratory and below he is shown with his first phonograph, invented nearly a half century ago.

The world's greatest inventor—the man whose achievements touch your life every day, who made possible for you the radio, the electric light, the moving picture, the street car and a whole host of equally important but less spectacular inventions—was 82 years old on Monday, Feb. 11.

That man, of course, is Thomas A. Edison. For decades he has been one of America's most famous and useful citizens. He has also been one of the most active; and now, at 82, there is no sign that he intends to relax in any way the tremendous activities that have characterized every year of his long life.

Edison's birthday is always an event. Reporters and cameramen besiege him, take as many pictures as will allow and ply him with questions on everything under the sun. Always recognizable as a man of surpassing intellect, he is now, in his old age, accepted also as something of an oracle.

On his birthday, too, people like to look back over his long career. His life-story always bears re-telling. It is immensely interesting. The story of what he did, and how he did it, is one of the most absorbing stories America has produced.

Milan, O., was Edison's birthplace. The year was 1847. The nation then was a quiet country; agriculture was its mainstay, and the industrial revolution had hardly begun to be felt. The streets of big cities were lighted by gas; in smaller towns they were not lighted at all. Electricity was only a puzzling natural phenomenon. It was a pre-Edison country, vastly different from to-day.

When Edison was 7 his family moved to Port Huron, Mich.; and there, five years later, he started out to make his way in the world. A job as newsboy on a Grand Trunk railroad train was his first job—not, perhaps, a very promising one.

It is not strange that this secret should not yet have been discovered, for, indeed, we know very little as yet of these rays. The sun's light is largely composed of them, but to call them "light" might appear to be a misnomer, since they are invisible to the human eye.

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of the moving picture camera and projector.

Edison was always interested chiefly in inventions that had a direct, practical value. He was not greatly interested in his moving picture inventions; he did not believe that they would be commercially profitable. So he abandoned this field, and left to others the great work of developing the moving picture industry. But every movie you attend was made possible by Edison.

Recently Edison's attention was turned to artificial rubber. Edison went to his winter home in Florida to conduct extensive experiments with rubber substitutes.

More than 1100 patents represent Edison's life of invention. Many of these cover articles in daily use. Yet Edison never was listed among the richest men of the country. His whole career was devoted to invention, and once a device was complete he lost interest in it. It has been estimated that the industries which have grown out of his invention are worth at least \$20,000,000,000; his own personal fortune has been estimated to run over a million, but not to any height comparable to those of Ford or Rockefeller.

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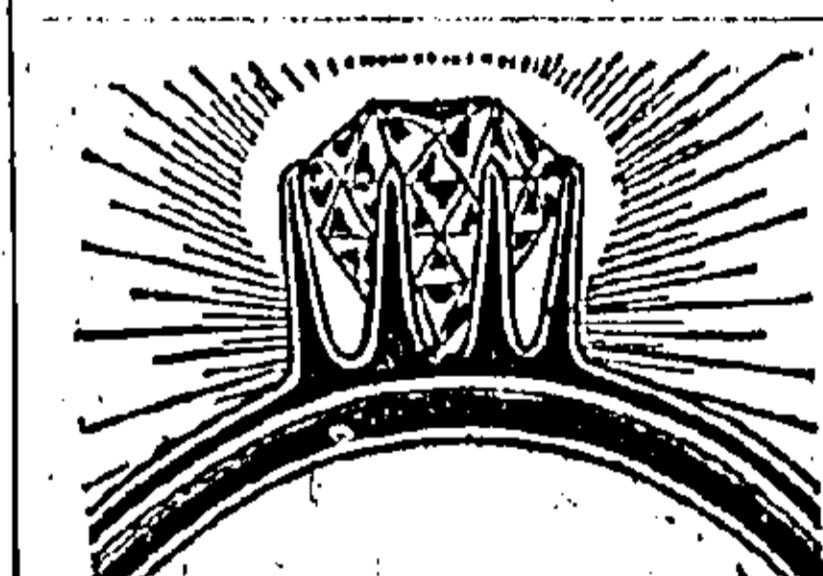
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# "Over the Table" Costumes



The Cuffs  
Of This  
Yellow Blouse  
In Flat Crepe  
Are Segments  
Of Circles  
Cut in One Piece  
With the Sleeves.



In a Modern Version of the Old-Fashioned Basque Gown,  
Cleverly Fashioned of White Faïe Taffeta,  
The Color Splits to Fold Back Into Lopels  
And the Long Sleeves Have Rose-Bud Bows for Cuffs.



This Tunic Frock  
Of Yellow Beige Crepe  
Laces Up the Side  
With Narrow Ribbons  
And the Cuffs Are  
Given the Same  
Unusual Treatment.



A Long Slate-Blue Coat  
Has a Detachable Cape Collar  
That Can Be Worn "As Is,"  
Or As A Modish Cape  
Matching the Skirt

*Collar and Cuffs  
Play Important Roles  
When a Woman  
Goes to Luncheon*

WHILE much has been said of the way the silhouette is taking curves unto itself and skirts are adding this or that kind of fullness, cuffs and collars have stylishly changed their whole character. They have gone graceful, charmingly feminine and very decorative. There is a wealth of originality in neck and wrist treatments. Of course this really means that the whole bodice portion of a frock has increasing importance.

This fact of the bodice's importance is emphasized in the phrase, "over the table" costumes. That phrase means costumes that look charming when a woman sits down to luncheon and may or may not throw back her coat. Of course the collar and cuffs are the important points of interest in such frocks.

Among the newer collar treatments are such novelties as the all scarf neck, wherein the scarf slides through itself and lies in a bow in the back; the bib scarf, plastron, the handkerchief bertha, the one-sleeved cape, the tailor collar, the rear bow-knot collar topping a vestee effect in the back, the double cape of two sheer colored fabrics; the front shawl collar that splits its back to make a bolero, jabs of all kinds and embroidered, irregularly shaped collars that use buttons and beads to liven their embroidery.

Cuffs are folly as individual as collars and need not necessarily bear much resemblance to collars.

Sleeves are more or less easy, but not full to the elbow. Below that is up to the cuff.

CUFFS that lace that are intriguingly new. They have a leisurely touch about them that is charming. They seem to belong to the lady with plenty of time for grooming.

The yellow beige flat crepe frock at the top right has not only its cuffs but its entire side laced up with narrow ribbons of the crepe. And it adds rows of fagotting to make the frock more stunning.

The neckline of this tunic is square, with rows of the fagotting making 'of it a yoke, too. There is one row of the fagotting marking off the cuff, with the facings down through the middle of it. The lacing ties at the

top of the cuff instead of the bottom, a thoughtful touch since the ties will not trail in one's coffee cup that way. The skirt of this frock has fine accordion pleating. A matching yellow beige felt hat has a decorative strip of straw ribbon around both the outside and the inside of its very narrow brim.

NEW in many, many ways is the mustard yellow blouse at the upper left. It is of French flat crepe and intended to be worn with a black suit. Its collar and cuff treatment is very own.

The cuff is cut right with the sleeve, merely shaping the lower edge of the sleeve out into segments of a circle that, lined with the black of the suit, make a most individual touch. Two buttons of the material fasten the lower edge of the cuff tight and snap close the extension of the cuff.

The front portion of the bodice is shaped up over a front width of the same silk so that, folded back, it looks like a bolero that is fastened very high. The center of the back swings loose to form a rear bolero and the V-shaped neck in front rounds in the back.

FOR stunning femininity and yet a nonchalant fresh style, the white faïe taffeta dress at the lower left is too chic for words.

It is really an adaptation of the old-time basque gown to the present mode. And the places where the old basque gown changes are in the collar and the lace-lined cuff tabs are exotically lovely and tricky.

The collar merely splits itself to fold back into front lapels and the back does the same thing, with a slightly shirred line running down from the neck. This lapel effect is lined by itself so it has a tendency to stand up rather than to lie flat.

The long sleeves have rose-bud bows, a new variety, for cuffs. These rose-bud bows are rounded pieces of fabric, scalloped on the outer edge. When gathered, or shirred, in the center, they make very decorative bows. There happen to be cut in one with the top of the sleeve with more of the goods added to make a narrow under-cuff.

Coats and suits show the same preference for unusual collar and cuff treatment that frocks do this spring.

The question of whether to buy a suit or coat is often decided now by the type of collar they have.

THE very new slate blue suit at the lower right decides the question in favor of itself because it has a long coat that can be worn with separate frocks and a cape collar that is detachable and can be worn alone with the skirt in lieu of a coat.

This cape collar is a young, stunning little treatment of the neckline. It is cut so that it hugs the shoulders, giving a sweet line, has a slot seaming down the center of the back for a decorative touch and a little bowknot of itself buttoned on right across the back of the neckline.

The slate blue color of this outfit is, incidentally, an excellent bet. For gray tones stand a high chance of being at the top of the color rainbow of fashion this season.

The hat worn with this suit is of rabbit felt, that soft, thin felt that feels like velour and is almost as pliable as transparent velvet.

LACE for lining is one of the sophisticated touches this year. The pink beige crepe Roma afternoon frock shown in the large photograph uses matching Alençon lace for its lowly function and proves thereby that it is not what a thing does, but, what it is that counts. For the lace-lined jabot at the neck of the frock and the lace-lined cuff tabs are exotically lovely and tricky.

These cuff tabs are full and have rounded corners. They are let right into the cuff by a slit in the crepe Roma and finished by hand, of course. When the hand is down the crepe Roma shows, with a suggestion of the lace edging it.

When Milady yawns or straightens her hat, the tab falls back and presto, there is a beautiful little tab of unusually lovely lace. This expression of individuality in cuff treatment is exceptionally successful and feminine looking.

The pleated straw tulban the wearer of this frock reaches up to straighten is fully as charming as the frock.



# Hongkong Telegraph.

## Pictorial Supplement

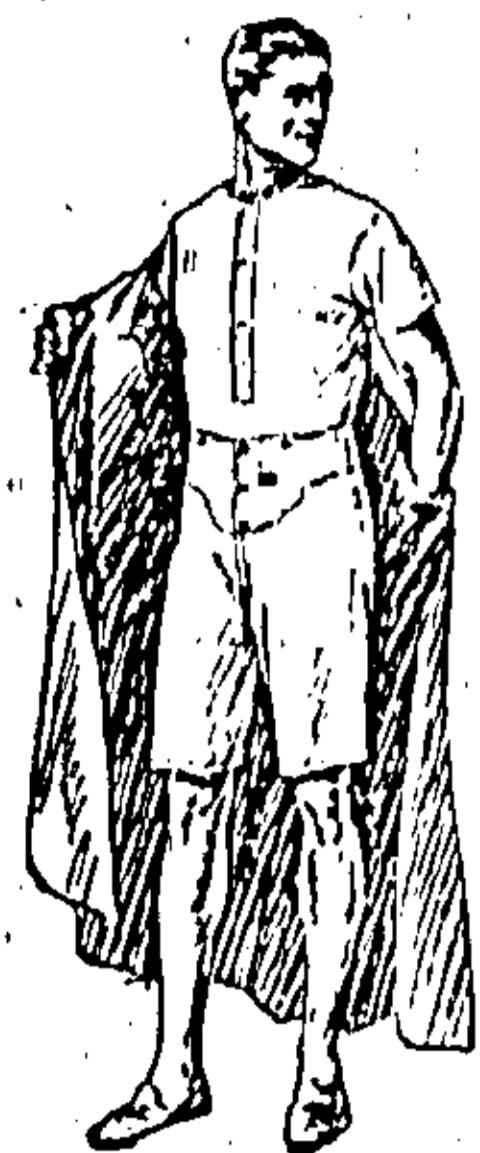
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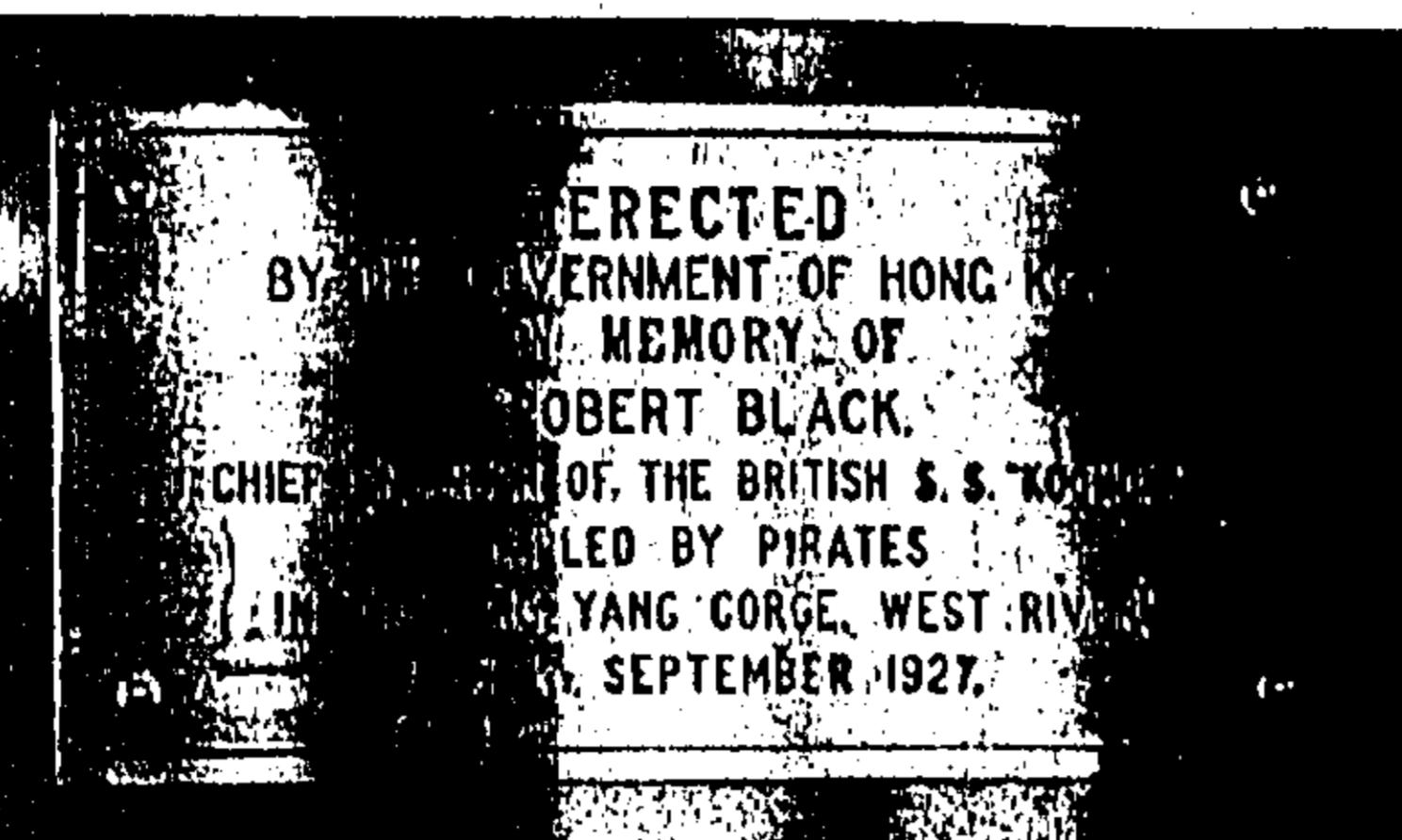
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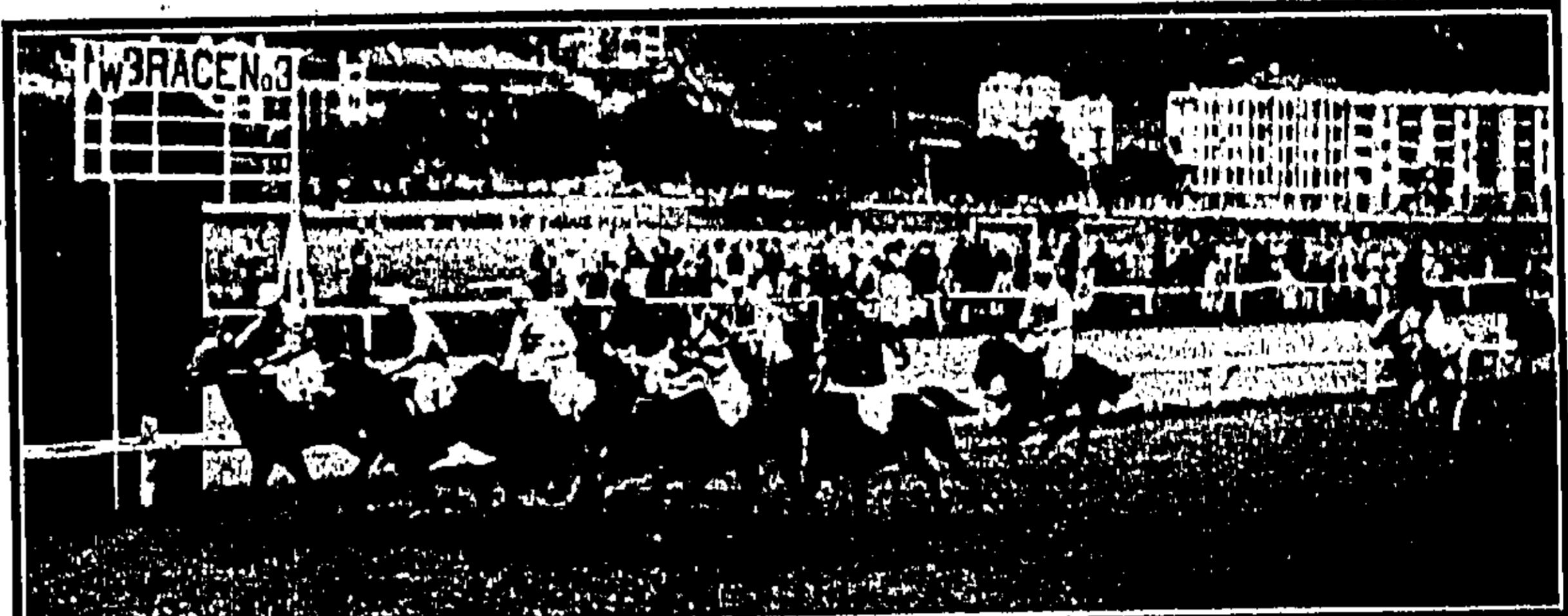
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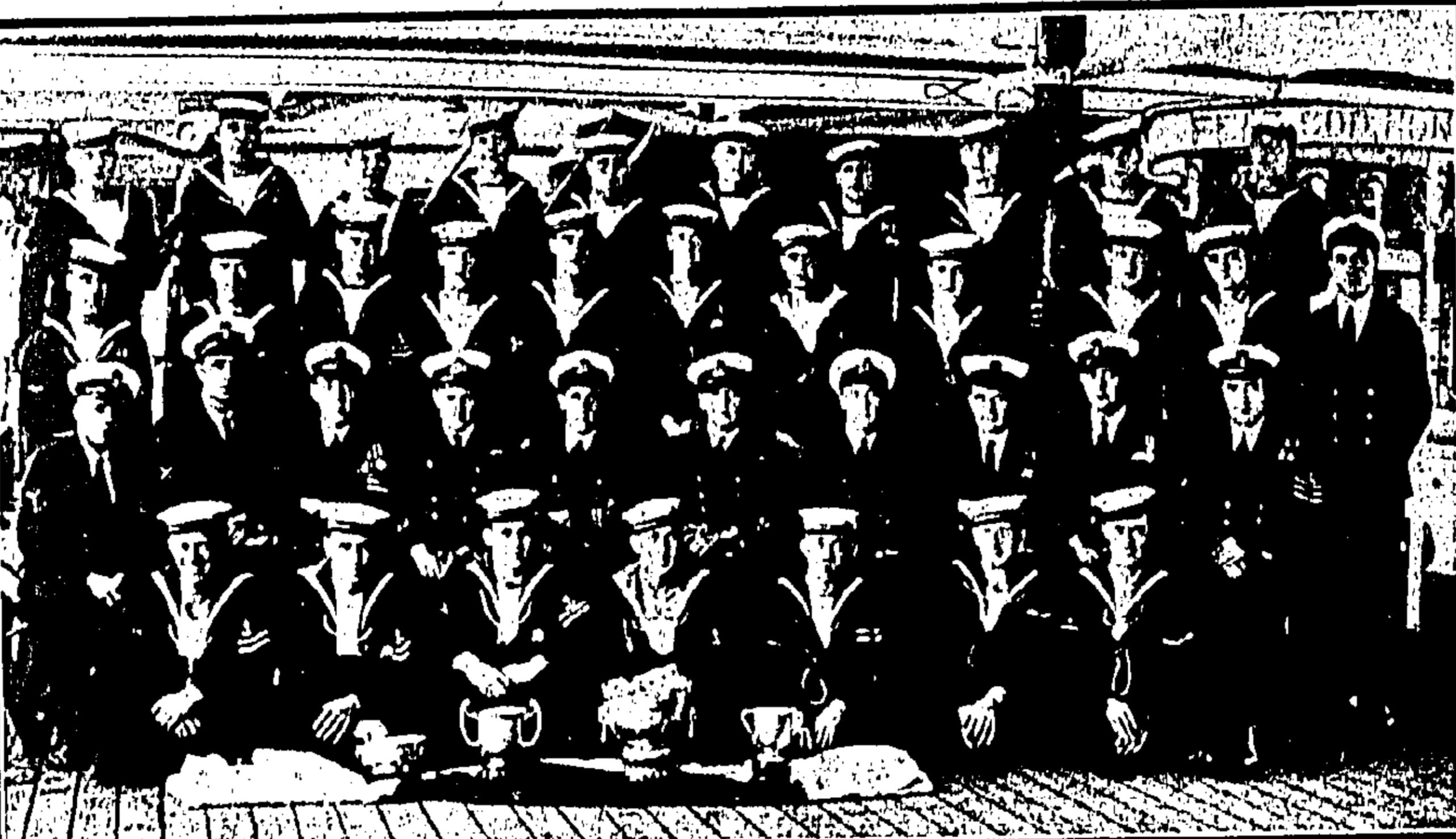
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The tablet erected by the Government in St. Peter's Church to the memory of the late Mr. Robert Black. It was recently unveiled by H.E. the Governor. (Photo: Mee Cheung).



The finish of the Mirs Bay Handicap ("B" Class) at Happy Valley on Monday. "Mr. Ulster" (Erin's Isle (Mr. Charles up) was the winner of an exciting race. (Photo: Mee Cheung).



Officers and men of H.M. submarine L.27, winners of the Captain "S" Gunnery Bowl, the Officers' Berthon Boat Bowl, the S/M Aggregate Regatta Cup, and the S/M Berthon Boat Cup. (Photo: Mee Cheung).



Erin's Isle (Mr. Charles up) being led in after winning the Mirs Bay Handicap ("B" Class) on Monday. (Photo: Mee Cheung).



Some members of the Portuguese Company of the Volunteer Defence Corps, taken at the annual Rifle Meeting at Stonecutters. (Photo: Mee Cheung).



J. S. MacEachran playing a backhand stroke in the Doubles Championship semi-final, in which he and L. Goldman defeated M. K. Lo and M. W. Lo. (Photo: Mee Cheung).



The Navy XV which beat the Army Rugby team in the triangular contest on Wednesday by 20 points to 5. This was the Army's second defeat, their first reverse being at the hands of the Club, who meet the Navy on Monday. (Photo: Mee Cheung).



H.M. the King is seen out of doors for the first time since his illness, in the grounds of Craigwall House, accompanied by the Queen. (Photo: Central News).

## STIFF TRIAL FOR MORRIS MINORS.

Hill Climbing in Yorkshire.

[By J. E. Appleyard, B.S.C.]

After a considerable period of waiting, the first two Morris Minors arrived in our showrooms in Leeds in early October. We knew nothing about them except their excellent qualification of having come from a good stable, and determined to find out whether they really were worthy members of the redoubtable Morris family, we subjected them to trial on the worst hills in Yorkshire and the Lakeland.

The *Yorkshire Evening Post* and *Yorkshire Weekly Post* representatives very kindly consented to observe the climbs up the famous Sutton Bank and its neighbour, White Horse Hill, and these we sampled first.

## Forty in Second.

The 3.9 gradient of Sutton Bank troubled the cars not at all. In fact, the speed never fell below 20 miles an hour, and the little engine was successfully run at 20 miles an hour in second gear without distress.

This experience fortified us for the much more formidable White Horse Hill, which climbs the Hambleton three or four miles to the east, up a precipitous cliff out of which is cut in limestone the famous White Horse. The surface of this hill, unlike Sutton, is much broken up by water-courses and rough stones, but again this gradient had no terrors, and the hill with the exception of 20 yards on the "S" bend, was accomplished in second gear.

Having tested out the cars locally and so successfully, we decided to climb the worst hills in the English Lakes and try a series in transcending order of difficulty until we really found one which should be insurmountable.

## On Kirkstone Pass.

First we made for Kirkstone Pass, on the easy ascent from Windermere, and romped to the top with never a gear change below second. Then, at the summit a turn was made down the real Kirkstone Pass, usually named "The Struggle" this being the hill which

leads straight up from Ambleside to the hotel at the top of the Pass. Again the little cars slacked round the "S" bends, despite the rough surfaces, and straight up the final reach without a falter. This hill rises 1,300 feet in 2½ miles, and incidentally, has nearly half a mile of travelling where no height is gained.

Having thus successfully accomplished one of the best-known test hills of the English Lakes, we turned to the consideration of a still stiffer proposition and decided on Howtown House, a hill not as well known to motorists as its scenery and character merit. This lies along the little-known eastern shore of Ullswater and ends in a cul de sac high above the lake. The road ascends in seven hairpin loops up the mountain side, so strongly resembling Alpine climbs that it has earned for itself the name of the "English Stelvio."

For several days it had been raining hard and the road along the lake was doored 9 ins. to 1 ft. No other method, however, of gaining Howtown House was possible, so the little cars ran through the flood, throwing the water high over their bonnets and emerging after 200 yards of water none the worse for their bath. Soon the zig-zag road confronted us leading up to the gap in the hills above Howtown.

## Short Wheelbase Advantages.

Never have we known so exhilarating a climb. First we rose at one hair-raising hairpin to the right. In a few short yards, another to the left, again another to the right, another to the left, all of gradients of the order of 1 in 4. A large car could not have got round the hairpins of the narrow road without the necessity of reversing, but each of the little Minors came round the bends at need without a single reverse, and finally emerged at the top of the Pass with never a sign of exhaustion or heat. In fact, the radiators were never more than comfortably warm to the hands.

We arrived there at 6 p.m., had a good look at the gradient and particularly the famous "Step" and found the lack of light for cinema photographs an excuse for leaving the hill alone that night. We returned to the Seafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveres Lakeland at its best.

Furnished with the courage of the morning, we again drove up the easy side of Honister and walked over the summit down to Buttercrambe. Again we stopped at the terrific "Step" with its gradient of 1 in 3, its surface chewed up by the conches which descend the hill on skids but never come up, and its unfenced precipice on the right-hand side of the ascent. With trepidation we decided to take the

hill alone, that night. We returned to the Seafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveres Lakeland at its best.

Certificates of the performance were obtained from the independent quarrymen witnesses. It was a happy homeward journey, often at the rate of 55 miles an hour, as we returned to Leeds. The cars had emerged from their baptism of floods, vile roads and precipitous hills.

## MAGISTRATES TO BE TAUGHT.

Special courts are to deal with motoring cases in Berlin (Germany). All magistrates who hear the cases will receive training in automobile matters.

On this hill we gained our real impression of the extraordinary "nippiness" of the Minors, their delightful easy accurate steering, freedom from bounce and perfect springing over the roughest of surfaces. As a demonstration of the stability of the car and its low centre of gravity, Mr. Limb, our General Manager, drove one of the cars from the top down to a hairpin bend with a gradient of 1 in 4, and, at a narrow portion of the road which was only half as wide as the car is long, turned the car round on the 1 in 4 gradient in one reverse and came back up the hill.

Following this, he drove the car again down the hill and in reverse drove backwards way up the loops in a spectacular fashion, which has delighted audiences who have since seen the film depicting the climbs.

## Looking For More.

With Howtown House achieved, like Alexander we looked for fresh worlds to conquer, and were perplexed where to find a hill which offered greater difficulties than Howtown House. Someone suggested "Why not try the little bus on Honister Pass?" We knew this had but rarely been attempted and still more rarely climbed without special gear ratios being made from standard.

The little Morris Minors had been taken straight from the showroom without any preparation of any kind, but fortified by the fact that we had with us nonskid chains, we decided to run over the other side of Derwentwater and have a look at the notorious "worst hill in England."

We arrived there at 6 p.m., had a good look at the gradient and particularly the famous "Step" and found the lack of light for cinema photographs an excuse for leaving the hill alone that night. We returned to the Seafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveres Lakeland at its best.

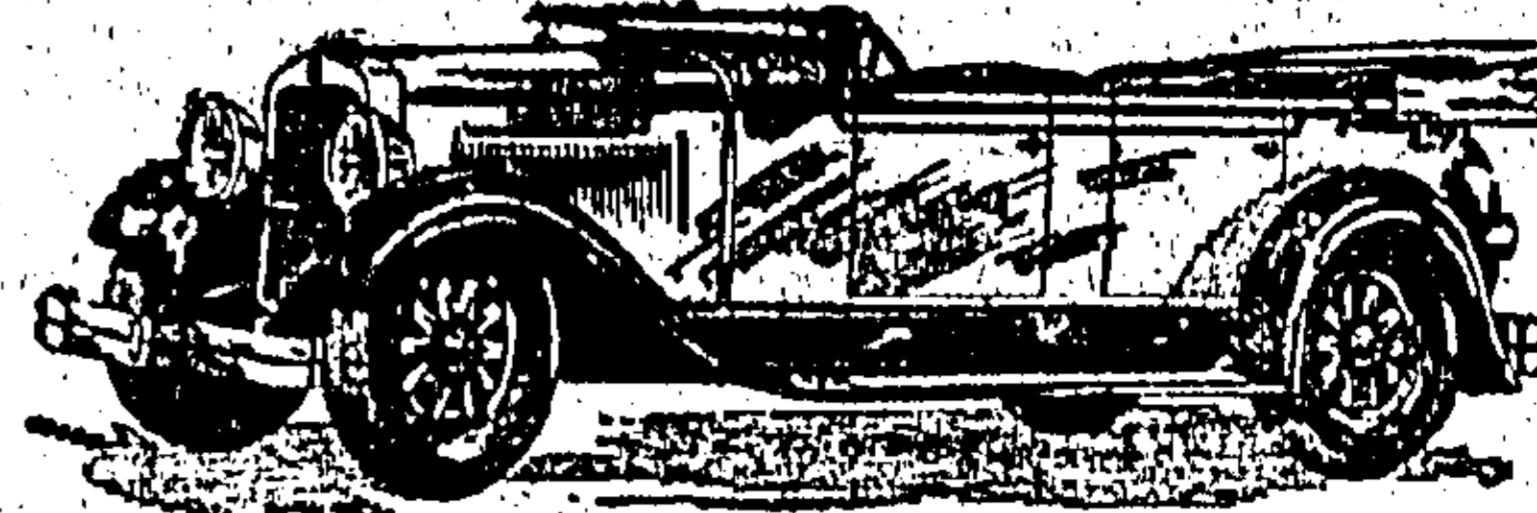
Furnished with the courage of the morning, we again drove up the easy side of Honister and walked over the summit down to Buttercrambe. Again we stopped at the terrific "Step" with its gradient of 1 in 3, its surface chewed up by the conches which descend the hill on skids but never come up, and its unfenced precipice on the right-hand side of the ascent. With trepidation we decided to take the

hill alone, that night. We returned to the Seafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveres Lakeland at its best.

Certificates of the performance were obtained from the independent quarrymen witnesses. It was a happy homeward journey, often at the rate of 55 miles an hour, as we returned to Leeds. The cars had emerged from their baptism of floods, vile roads and precipitous hills.

## THE WORLD HAS A NEW AND FINER MOTOR CAR

The Nash "400"  
Advanced Six Phaeton



## EVERY WORD you hear about the new Nash "400" is a GOOD WORD!

MUCH talk about the new motor cars, many things being said both "pro" and "con"—

But every word you hear about the new Nash "400" is good.

Easy steering, too, features the Nash "400". People everywhere are saying it's the easiest steering car they have ever driven.

Here is the motor car industry's greatest value! It has Bijur chassis lubrication; Houdaille hydraulic shock absorbers; bumpers front and rear; and a long list of other important features.

The whole world is saying—and means every word of it—Nash has built the car of the year. You'll be amazed at the difference between this and older engine types—Be sure to drive it.

## NASH "400"

Leads the World in Motor Car Value

## IMPORTANT FEATURES—NO OTHER CAR HAS THEM ALL

Twin-ignition engine. 7-bearing crankshaft. Short turning radius. Salon Bodies. (below crankshaft)

12 Aircraft-type spark plugs. Bijur centralized chassis lubrication. Longer wheelbases.

High compression. New double drop frame. (over front)

Houdaille and Lovejoy shock absorbers. Torsional vibration. Electric clocks. On-piece Salon fenders.

Do Soto 4-Door Sedan

Exterior metalware. Nash Special Design front and rear bumpers.

chrome plated over nickel. World's easiest steering.

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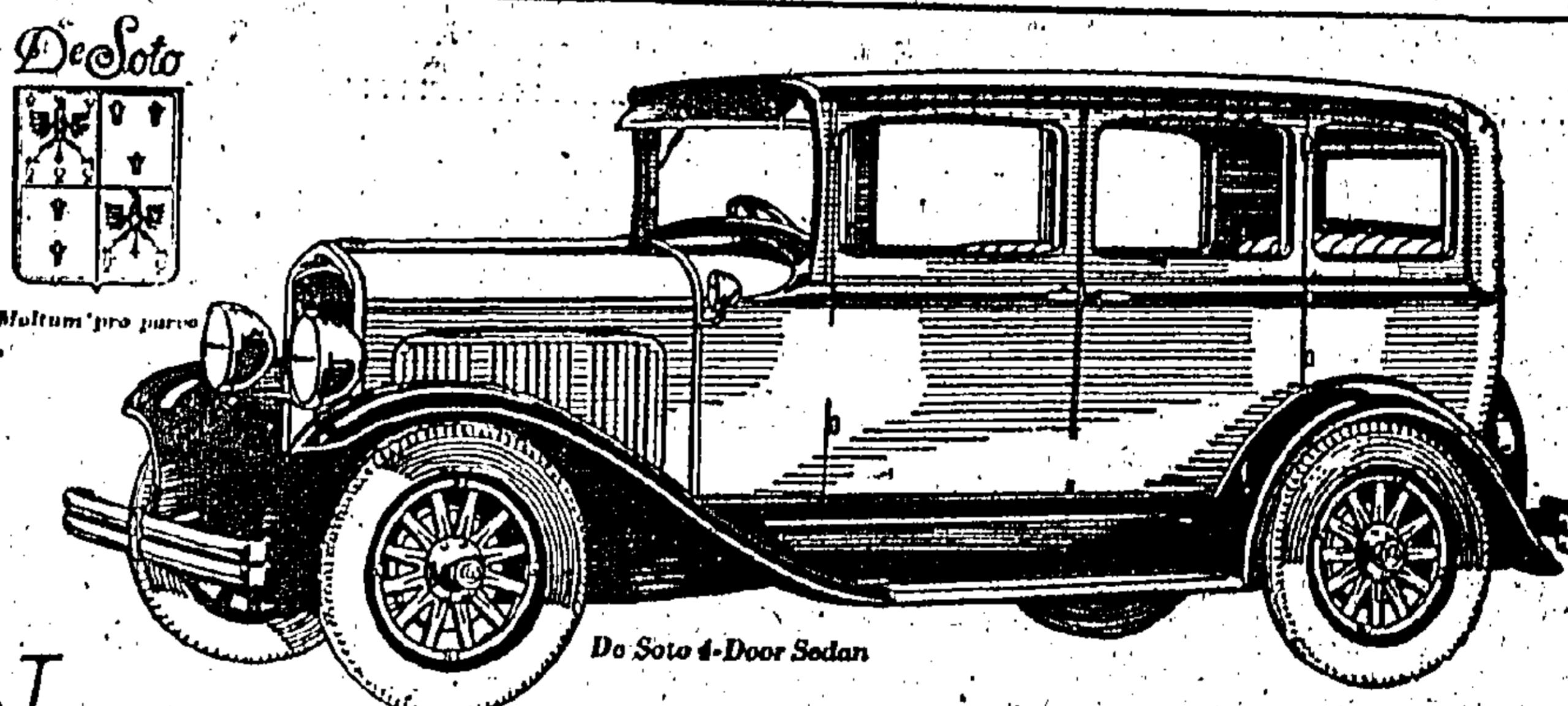
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## FIVE MODELS TO SELECT FROM

The range of Excelsior Motor Cycles will be found to maintain their world-wide reputation of first class quality and merit. Since 1874 (over 50 years ago) the "Excelsior" has been developed and improved, and the results of those years of experience are reflected in the range of Motor Cycles offered to-day.

COME AND SEE THEM EARLY  
THE SINCERE CO., LTD.



New . . . and already a sensation in the field of low-priced sixes . . . De Soto Six—

the new Chrysler sensation-car brings Chrysler's dashing style and speed and colourful individuality into the field of low-priced sixes—within one month of its advent is recognised as today's most vivid expression of the new quality and value standards in modern motor car manufacture.

## New Mechanical Excellences for a Popular-Priced Six

New Chrysler-designed "Silver-Dome" high-compression engine, using any grade petrol.

New-type rubber insulation of engine to wipe out the last vestige of torque and vibration.

New-type expanding brakes, with squeakless moulded brake lining.

New-type iso-therm-invar-strut pistons with piston rings of new tongue and groove construction.

New-type 4-wheel hydraulic in-

ternal expanding brakes, with squeakless moulded brake lining.

New-type smaller wheels, combining greater safety with easier riding and smarter appearance.

## SOLE AGENTS—

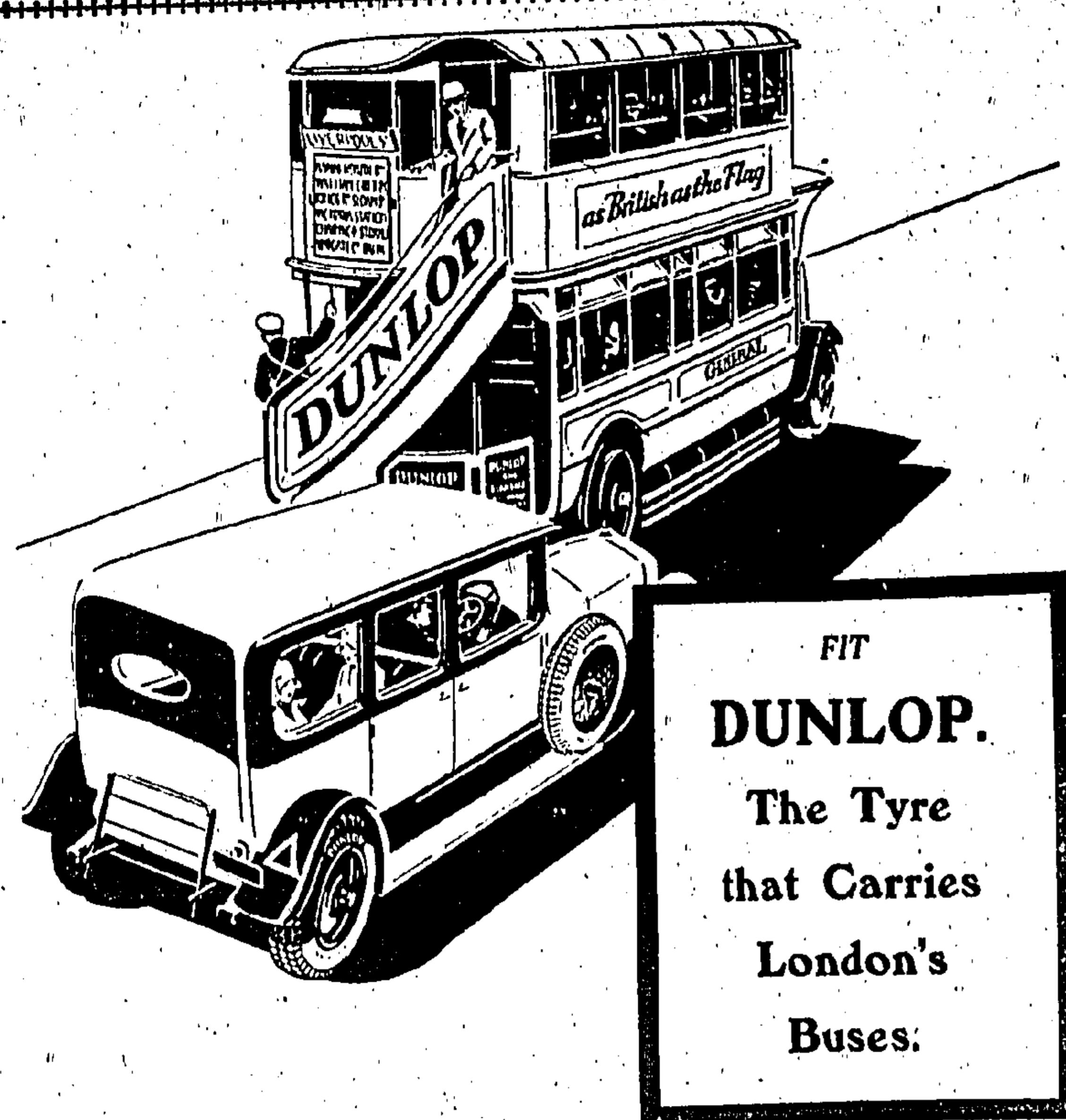
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## DE SOTO SIX

PRODUCT of CHRYSLER



## Fit DUNLOP WITH THE BUTTRESSED TREAD.

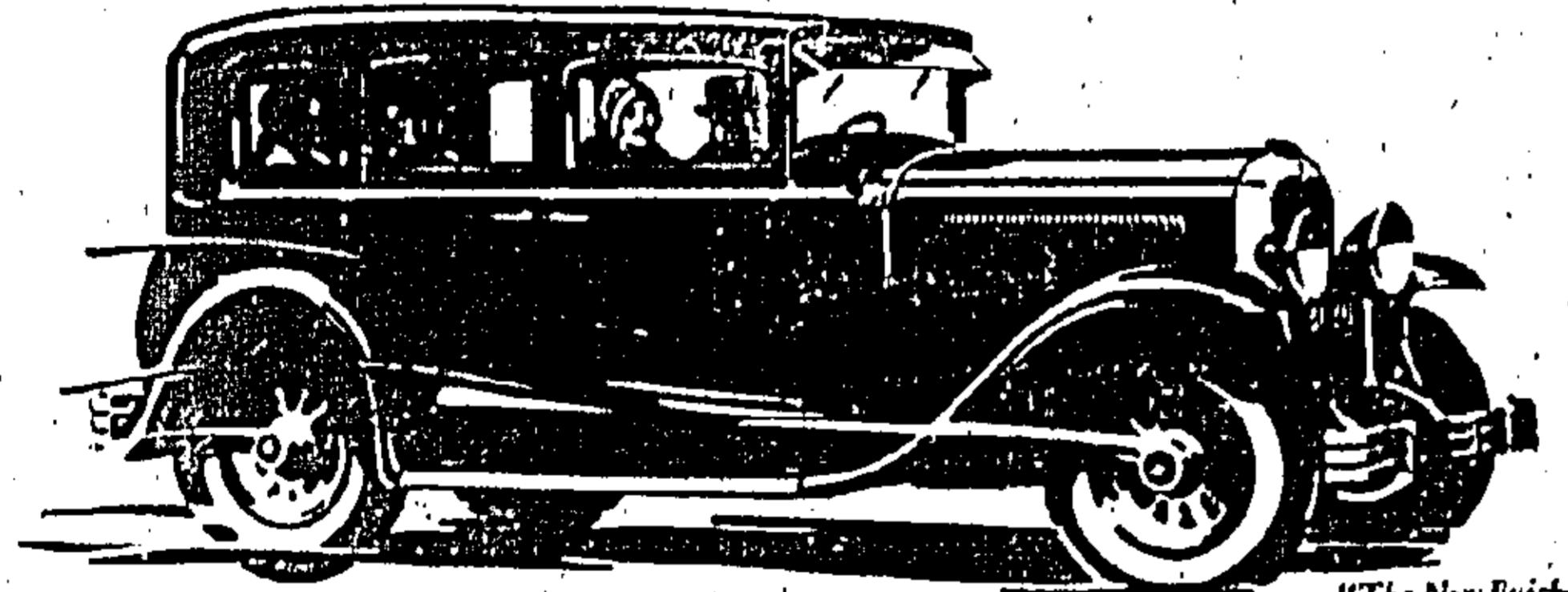
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and Get the facts!



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The New Style"

**Everybody says it**  
--- now prove to your own satisfaction that Buick out-performs any other car.  
*Before you decide - Drive!*

You want the finest—you want the best—you want your next car to meet your highest expectations... The only way to be sure is to drive before you decide... and driving will lead you to Buick as surely as this dynamic car incorporates an entirely new, a revolutionary, order of performance!

Take that drive today!—prove to your own satisfaction what scores of thousands of motorists in all parts of the country are daily confirming—

Buick Motor Cars are available on very attractive Hire Purchase Terms.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.  
WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

### SIMPLICITY.

The Manufacturing Aim.

### TROUBLE FREE SERVICE.

One of the most noteworthy aspects of progress in automotive design, which is reflected by the new models seen this season, is the increasing trend toward simplicity. It is almost axiomatic with engineers that the simplest mechanism is not only the best but the one most likely to give motorists the trouble-free service they have learned to expect from their cars.

An outstanding example of this trend toward simplification is the mechanical fuel feed pump which has for some time been standard equipment on Studebaker cars, replacing the vacuum tank system of fuel supply which was formerly in use.

The pump is extremely simple in design. It is operated by a lever actuated by the cam shaft of the motor, thus automatically supplying the carburetor with petrol in strict proportion to the requirements of the motor.

In operation the pump draws fuel from the main petrol tank through a strainer built integral with the pump, and feeds it to the carburetor under very slight pressure. The action of the strainer eliminates all water and sediment in the fuel before it reaches the pump valve and passes into the carburetor, thus preventing sticking and freezing of the mechanism as well as carburetor trouble.

The whole mechanism weighs less than three pounds, requires no adjustment, and assures a constant even supply of fuel to the carburetor for sustained high speed as well as for steady power when climbing steep grades.

Like all other improvements incorporated in Studebaker cars, the fuel pump was put through exhaustive tests in Studebaker's elaborate research laboratories and on the Studebaker Proving Ground before it was adopted. On tests for durability it was kept in continuous operation for more than 200,000 miles. It was tested with every grade of commercial petrol, and

### CHARACTER TEST.

Drive Before Marriage.

### HOW TO PICK A HUSBAND.

"Before you marry him, girl, go riding in his car."

Tabloided, this is the advice of Mr. H. C. Brokaw, technical adviser to a motor school in New York, who believes that to watch the behaviour of a car driver is a quick and sure way to a knowledge of his disposition.

Demeanour in breakdowns, traffic accidents, and dangers should give a true indication of how a man will behave in the stresses of married life, and his bearing under the barrage of advice from a back-seat driver should either consolidate the lady's first opinion or cause her to change it.

Of course there is a catch in it, for a driver subjected to irritatingly exasperating comments on his driving by the girl of his choice might reflect: "Better single bliss than a nagging wife," and risk a breach of promise suit.

A yardage of all concrete roadway, equivalent to 217 miles, was laid in the British Isles during 1928.

under all atmospheric and temperature conditions.

Perhaps the most convincing tests it has undergone have occurred since it became a feature of standard equipment. It was a part of the equipment on The President Eight which recently set new official world records for speed and endurance by covering 30,000 miles in less than 30,000 minutes on the Atlantic City Speedway, maintaining an average speed of more than 68 miles per hour for 19 days and 18 nights of continuous travel. It was also called on to keep a steady flow of fuel passing into the carburetors of the Studebaker Commander motors which travelled 25,000 miles in less than 23,000 minutes on the same track. In both of these severe tests the fuel pumps performed perfectly.

### "FAD" THAT STAYED.

Relic of 1907.

### MOTOR WAS "DYING BUSINESS."

There was a time when motor vehicles were declared passing fast, and motor manufacturers were urged to get out a dying business."

That time was recalled recently in Paris, by the discovery of a circular promulgated in 1907 by the League Against Automobile Excesses.

After thoroughly denouncing motor vehicles from every angle, the circular concludes by saying that "the auto's wheels are stained with blood and buyers will have no more of these engines of death and destruction."

### POLICE TEACH SAFETY.

As part of a "Safety First" campaign in Cardiff (Wales), the chief constable introduced a number of policemen as teachers in the day schools of the city.

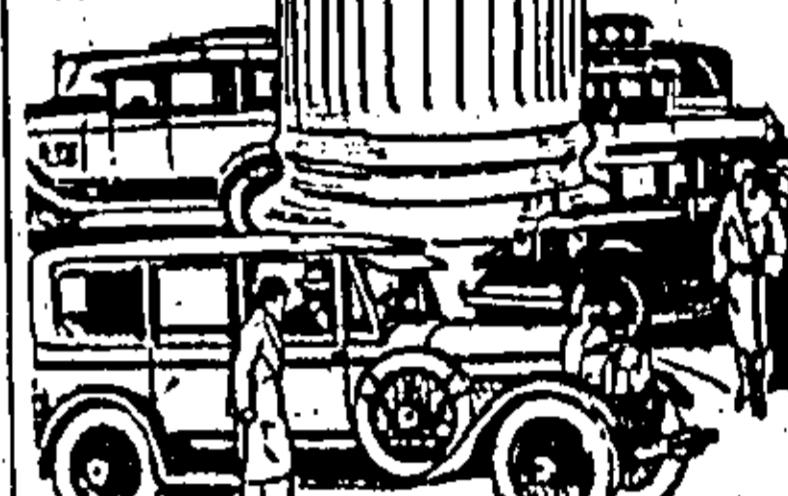
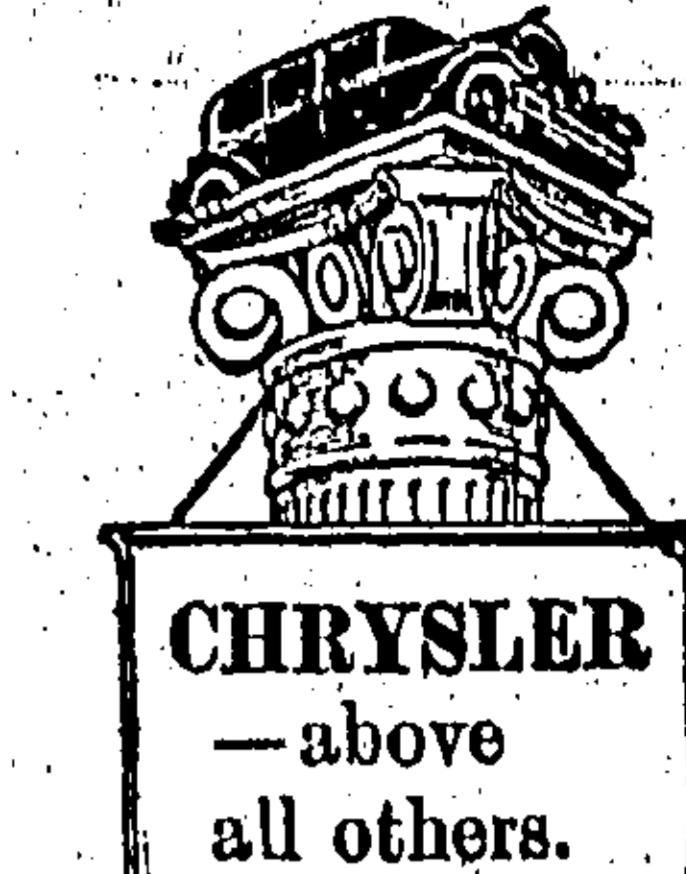
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ONE (SOILED CARTON) BOTTLE  
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Call or send card and Address.  
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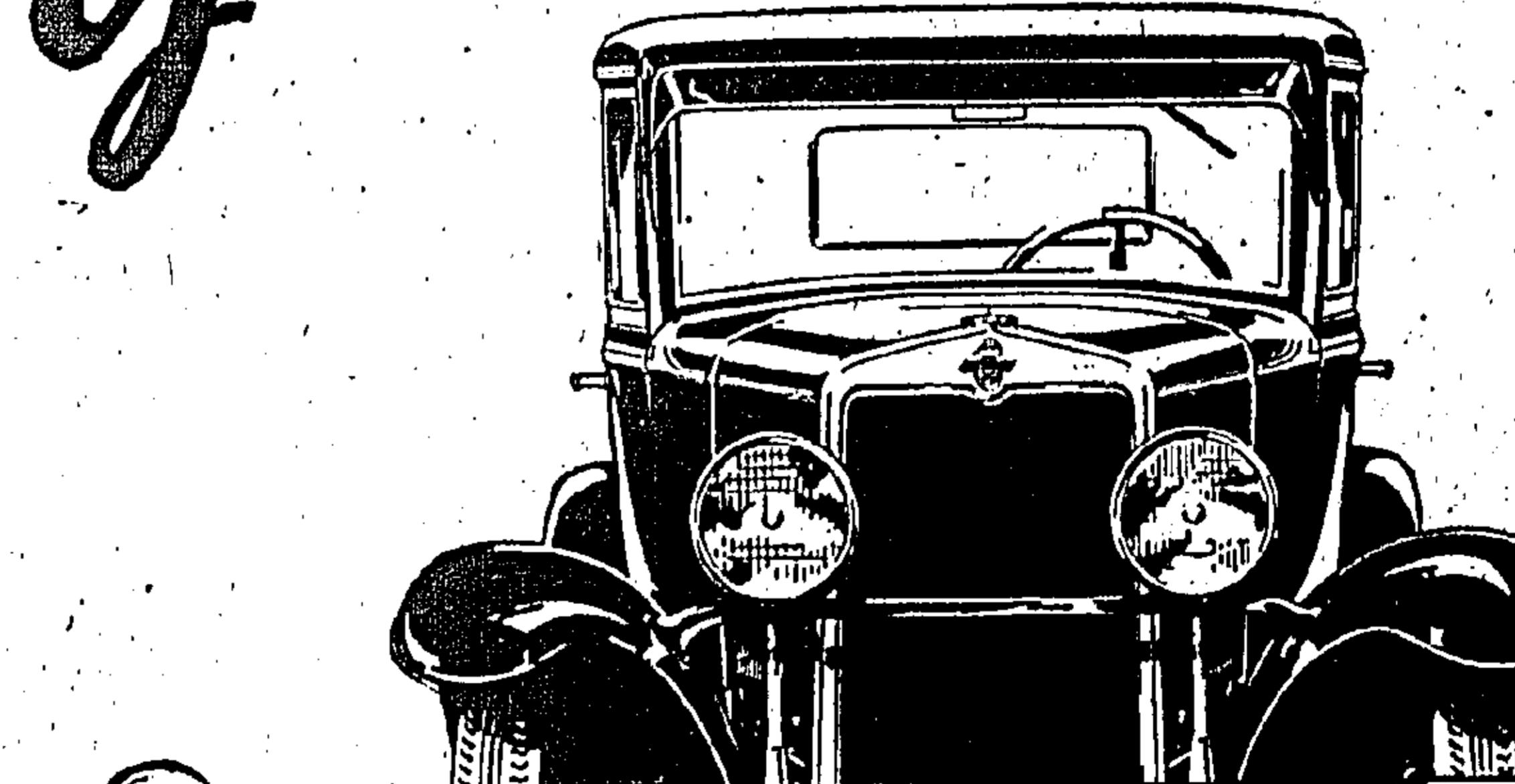
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50, 52, Des Voeux Road.

*You'll see it  
SOON*



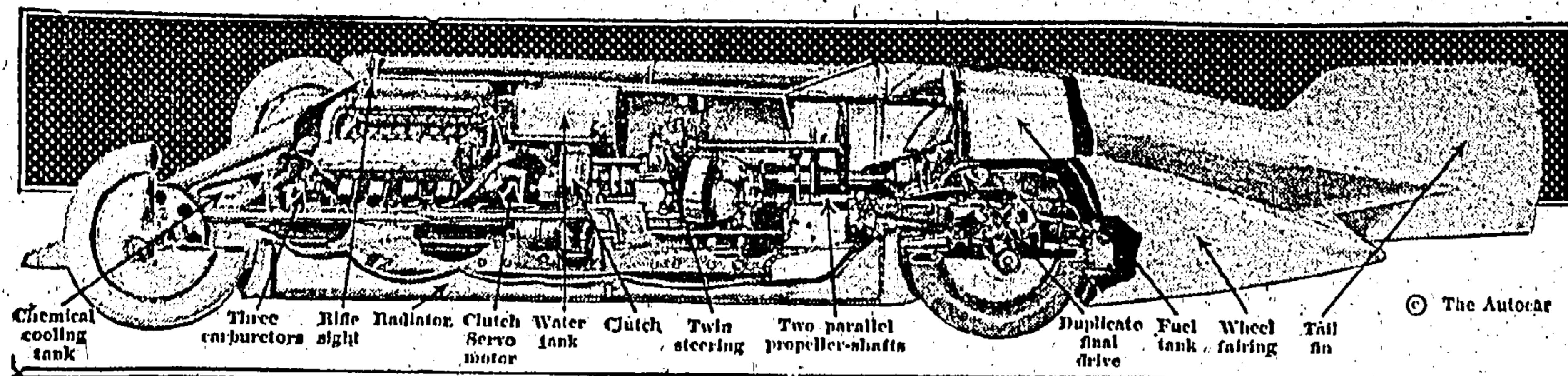
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**OUTSTANDING CHEVROLET  
of CHEVROLET HISTORY.**

*A Six in the price range of the Four!*

HAVING passed the million mark in production Chevrolet has realized the dream of years—a Six cylinder Chevrolet with Fisher Body style within the price range of the Four. Be sure to see it.

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25 Queen's Road Central. Tel. Central 4759.

## DESCRIPTIVE REPORT OF MAJOR SEGRAVE'S FAMOUS "GOLDEN ARROW."



The cut-away sketch of Major H. O. Segrave's "Golden Arrow" shows how this unique racer was built to set a new speed record at Daytona Beach. This special article was written by Israel Klein a few days before Major Segrave established his wonderful speed record.

When Major H. O. D. Segrave steps' into his "Golden Arrow" at Daytona Beach, Fla., some time in March, he will attempt to score a new speed record at the cost of a \$90,000. chassis, months of intensive research by contributing engineers and a bundle of nerves.

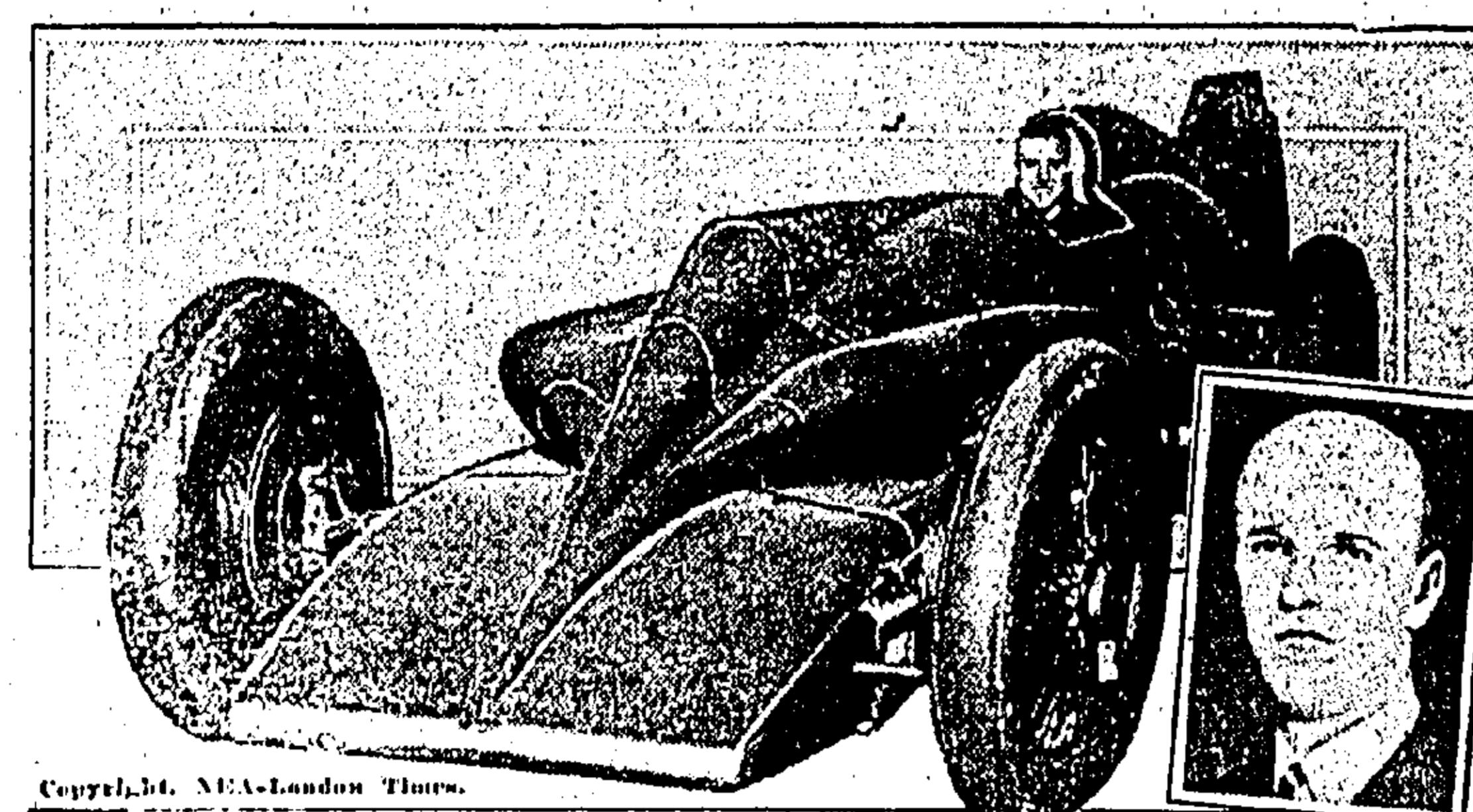
It will be his first experience at the wheel of this remarkable speed creation, yet this will last only a minute or two. Once down the course, then back, and the car's usefulness will be spent. The motor will need overhauling, the tyres will be worn down to the fabric, perhaps the entire chassis may have to be tightened up and balanced if it is to be used again.

That will be the price for the attempt to exceed the present speed record of 207.56 miles an hour established last year by Ray Keech in J. M. White's Liberty-engined Triplex. If he succeeds, the world's auto speed record goes back to Great Britain.

The car which Major Segrave has brought over from England to wrest this record from America has been built only for this purpose. It is impracticable, unwieldy, grotesque and highly dangerous in the hands of anyone except Major Segrave himself.

## Built for Segrave Only.

In fact the body has been built for him alone. Broad-shouldered



Stripped of its side radiators and its rifle sight, this is how the "Golden Arrow" looked on its arrival from England. Major Segrave is shown in inset.

and taller than the average, he has actually been fitted into the seat to make his short stay at the wheel as comfortable and secure as possible.

Every part of the car has been designed for speed. Every contributing manufacturer has created a special product which he knows would be impractical for any other use.

Their co-operation has resulted in an automobile that will remain a phenomenon in automotive engineering.

It includes phases of automotive construction that have never before been tried. Such as:

1. A triple-block motor of 12 cylinders operating from a single crankshaft.

Motor Operates Clutch.

2. Indirect clutch operation by means of a vacuum servo motor, similar to that used for braking.

3. A special auxiliary cooling system by chemicals producing intense cold.

4. Double transmission through two parallel propeller shafts and double differential.

5. Long aircraft radiators consisting of corrugated tanks rather than pipes.

6. Armoured steel bulkhead to protect the driver.

7. Streamlining at its maximum efficiency, so that this huge car will present only 12 square feet of frontal surface to the wind.

## Huge Strain on Tyres

Along with these outstanding peculiarities of the "Golden Arrow" are some of its parts that have been "pointed" only for this run. Such are the thin-tread tyres tested at 200 revolutions a minute so they will withstand the tremendous centrifugal force created at this speed; sturdy springs made in two quarters; enormous shock absorbers; a complicated steering gear system controlling each front wheel independently; three special carburetors obviating use of a supercharger, and a rifle sight system to help the driver direct the car along its proper course.

To assure most efficient operation, the motor is fed with high test etherized fuel and is lubricated with chemically pure castor oil.

The entire body has airplane features to resist wind pressure and keep it balanced—tall fin, stabilizing planes in front and back, pointed triple-sleeved hood closely fitted over each engine block, and pointed tailpieces behind the rear wheels.

These features will aid the 930 horsepower Napier engine to bring the "Golden Arrow" to a maximum speed of 246 miles an hour, say its designers. In order to keep to the ground, the car has been built extremely low, long and wide and weighs 500 pounds.

## Aimed Like a Rifle.

So fast will this racer go, especially within the mile posts at which it will be clocked, that Major Segrave will have to aim it through the rifle sights put on the car for this purpose at targets set up along the course.

At first speed he will attain a speed of 81 miles an hour. At second he will go 166 miles an hour and in high the maximum will be 246 miles an hour. At the highest speed it will take him 5 seconds to cross the designated mile over which he is timed. But he will have to take at least a ten-mile start to attain that speed and it would take him another five miles to stop. If he tried to stop in a shorter distance he would burn out his brakes, or skid to his death.

Major Segrave won't attempt to go over 100 miles an hour in his preliminary trials, or he might burn up the tyres before the official attempt is made. Even then he might make only one or two preliminary runs and be ready for the test.

Once down the beach, which extends for 23 miles in a straight course 500 feet wide at low tide, then back again to strike an average, and he will be through.

## CHEAPEST EIGHT.

Amongst the new cars to be produced in the U.S.A. this year will be the Roosevelt, an eight-cylinder car at the lowest price yet announced for an eight.

The name of the manufacturer has not been disclosed, but it is announced that the American price will be less than £200.

## R-R-REVENGE.

Acid Thrown on Car.

## MODERN METHODS.

"You hit me, and I'll kick your dog," was the current threat of the last decade, but, to modernize revenge, attention is now turned to the equally unfeeling car.

This is shown by the charge of "malicious destruction of an automobile" brought against a citizen of Marysville (U.S.A.) recently.

Seeking revenge upon the owner of a garage whom, he alleged, had ruined his car, the citizen committed a malicious attack upon the garage man's sedan.

He is said to have entered the garage at night and poured sulphuric acid over the sides, top and both ends of the car.

## ESSEX CARS

ALL MODELS IN STOCK

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Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—  
A Modern Truck of Advanced Design—Superior in Performance

THE TRUCK WITH SPEED, POWER AND ENDURANCE.

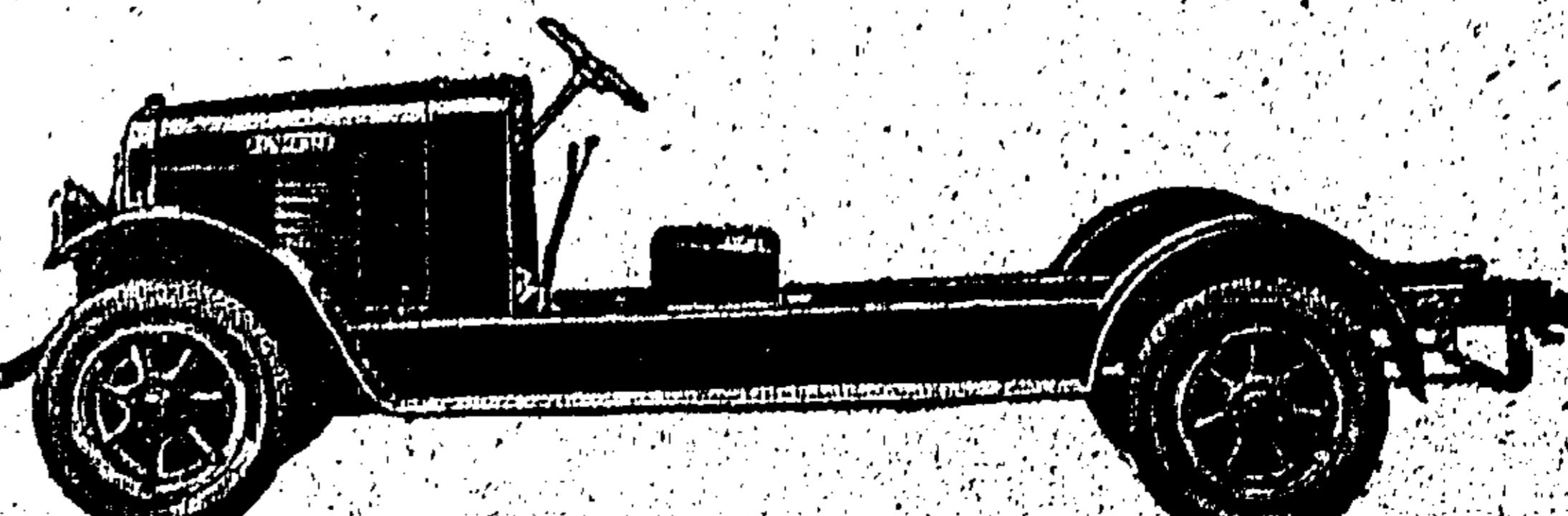
Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

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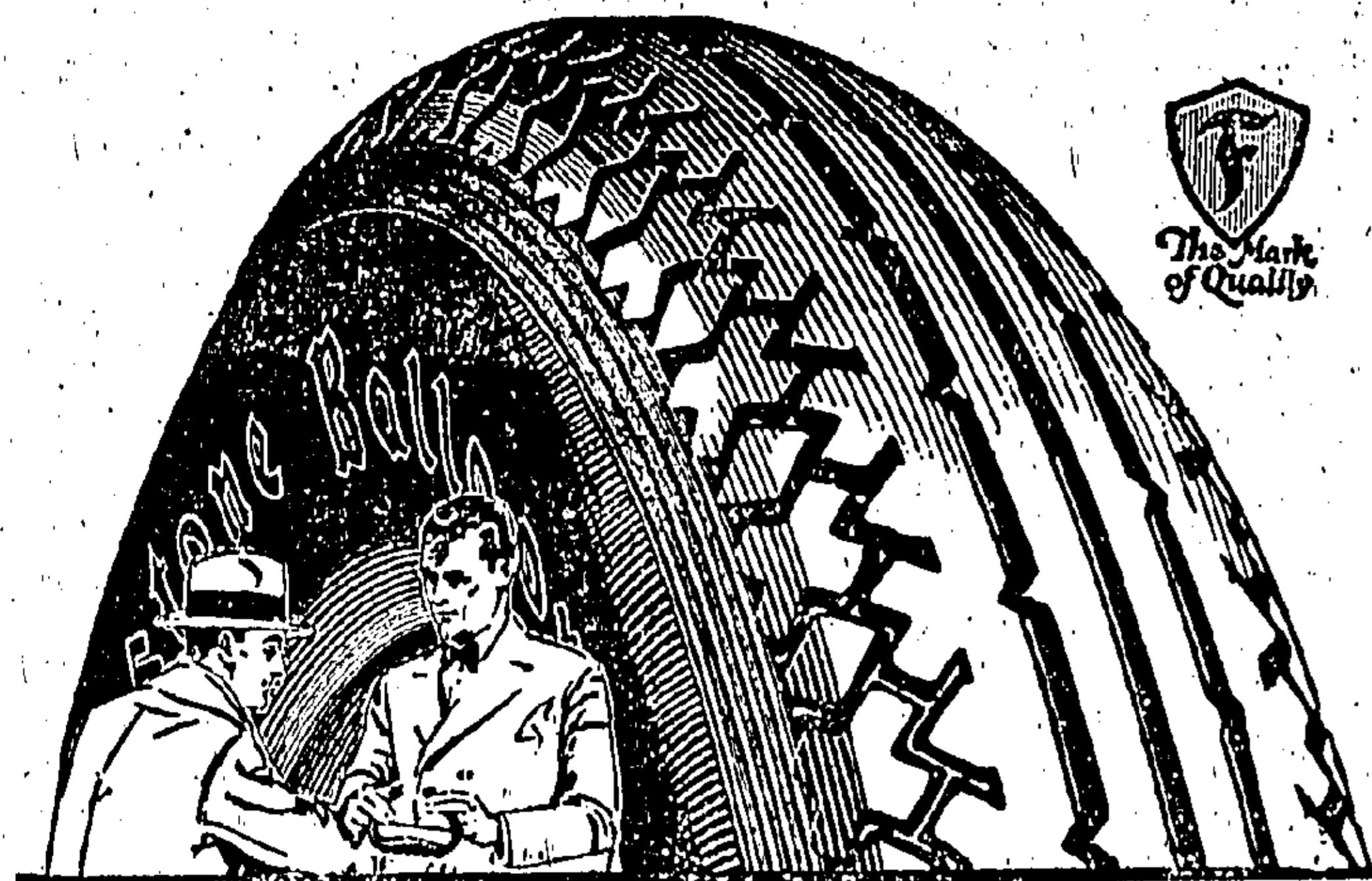
THE ASIATIC AMERICAN CO.

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OFFICE . . . . . 48, STANLEY STREET. Tel. C. 244.

LET THE BROCKWAY SOLVE THAT TRANSPORTATION PROBLEM!



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PRINCE'S BUILDING, HONGKONG.



**Let Us Tell You  
About This Scientifically Designed  
BALLOON TYRE**

There are scientific reasons for every angle, rib and groove of the Firestone Balloon Tread. Safety notches and non-skid studs; mileage ribs for long wear; grooves and channels for uniform flexing, insuring true low-pressure riding comfort. To prove extra strength and endurance to withstand the terrific flexing of this scientifically designed Balloon Tyre Trend Firestone dips the cords of the carcass in a rubber solution saturating and insulating every fibre of every cord with rubber. We will save you money by fitting your car with these better tyres.

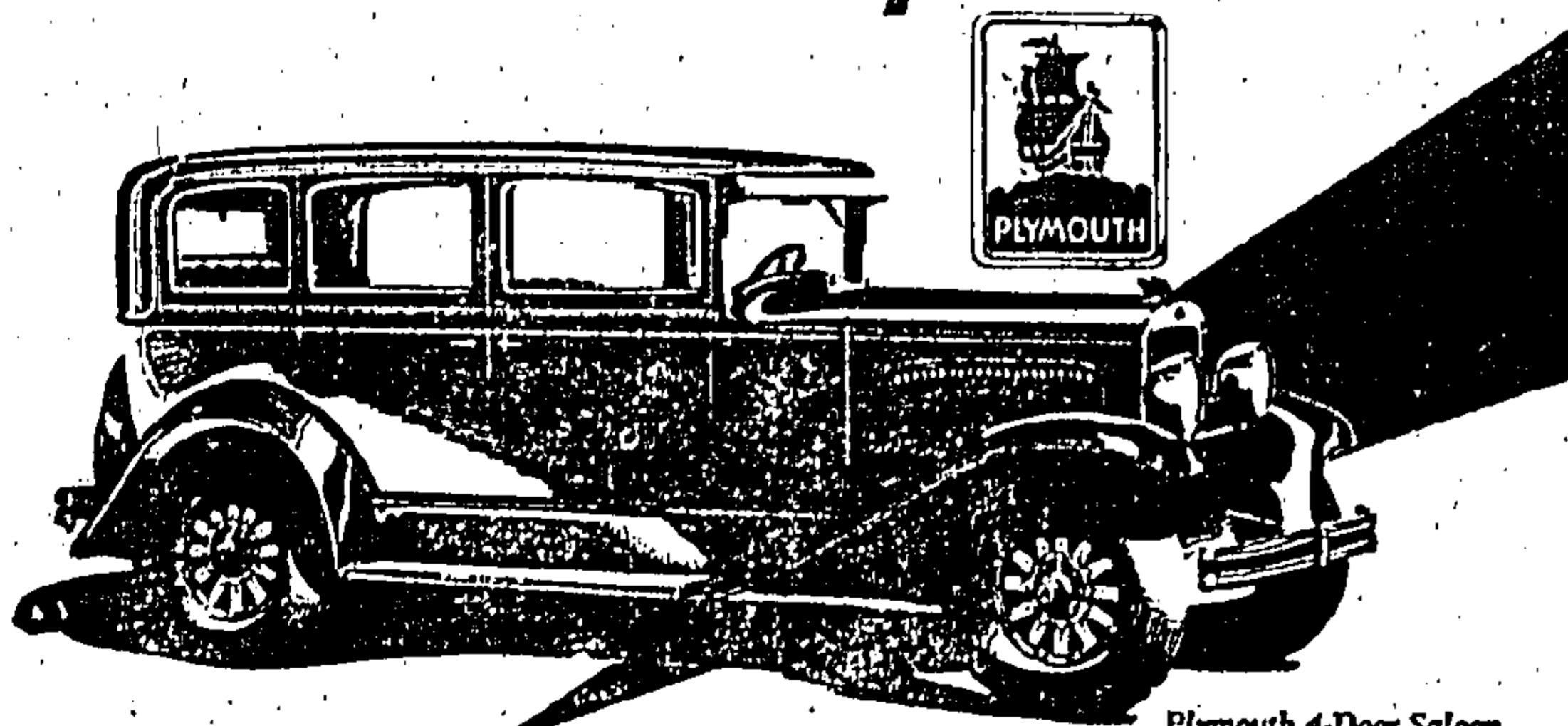
MOST MILES PER DOLLAR.

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GUM-DIPPED BALLOON TYRES

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**The Only  
FULL-SIZED CAR  
in the lowest-priced field**



In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers full-sized bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

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**The Republic Motor Co. of China.**  
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30, 32 Des Vœux Road.

6 THE HONGKONG TELEGRAPH, MOTORING SUPPLEMENT. SATURDAY, APRIL 6, 1929.

**NASH SUCCESS.**

**World-wide Tributes.**

**THE NEW "400."**

Kenosha, Wis., Feb. 16th.—Letters and telegrams of congratulation, and personal remembrances came to Charles W. Nash from all points of the compass, recently, when he rounded out his sixtieth year of active service to a busy world. But, delighted as this robust, and kindly leader of America industry was with these tokens of personal esteem, they were totally eclipsed by an official business tribute which arrived at about the same time and which brought with it proof of his great industrial success.

It came in the form of an official report from the highest tribunal of the American automobile industry, revealing that The Nash Motors Company has risen from ninth to fourth place among national automobile manufacturers, not including Ford, in the last six months of 1928, and since the bringing out of its new "400" Series cars.

These official statistics, covering the automobile year which runs from July to June, are based on the dollars and cents business done by the various companies.

In this instance, they show that for the first six months of the official fiscal year (July 1st, 1928 to January 1st, 1929) the universal and enthusiastic demand for the new Nash "400" Series cars has given Nash fourth position in the world's greatest industry and has brought about that dramatic climb from a place ninth in the American list a year ago.

The announcement serves to back officially the great individual sales record which sent Nash to first sales place among all six cylinder cars in Greater New York for the entire year of 1928 and second only to Chevrolet in this highly competitive district.

And in foreign markets of the world Nash success has kept pace as is attested to by the following compilations:

In Hungary Nash was 4th of all imported cars for the entire year; Nash was first for October and November in Prague; 2nd in Stockholm in November; and also in 2nd place in November at the Balkan Islands.

In a number of additional important sales centres, Nash led all the sixes in the December sales and in several reached second position among cars. Nash popularity has gone soaring in all parts of the world.

"I am not interested in creating great manufacturing volume records for the sake of the records themselves," Mr. Nash said today in commenting on the national report. "The gratification lies in the fact that these records come as a result of merit in the Nash product. The Nash Motors Company never has and never will push through great volumes of cars and force them on dealers in order to show high figures. But I am interested in success for the entire Nash family—factory workers, distributors, dealers, salesmen and everyone identified with our organization—and in serving the automobile public in the best possible manner.

"This record spells the biggest success so far attained by the Nash organization. It also indicates public recognition of the quality in this "400" Series car, which I know to be the nearest one-hundred percent automobile that has ever been built."

"In these new type automobiles, we have given motorists our supreme effort toward motor car perfection at moderate cost. Naturally, it is a great personal gratification to me to have this proof of the American public's appreciation and support."

**WAS IT NECESSARY?**

After remonstrating with a lady motorist for infringing civic by-laws, and giving her hints on driving, a traffic policeman in Huddersfield (England) discovered that the lady was Miss Violette Cordery, the world-famous motorist.

**NOTICE  
TO  
ADVERTISERS**

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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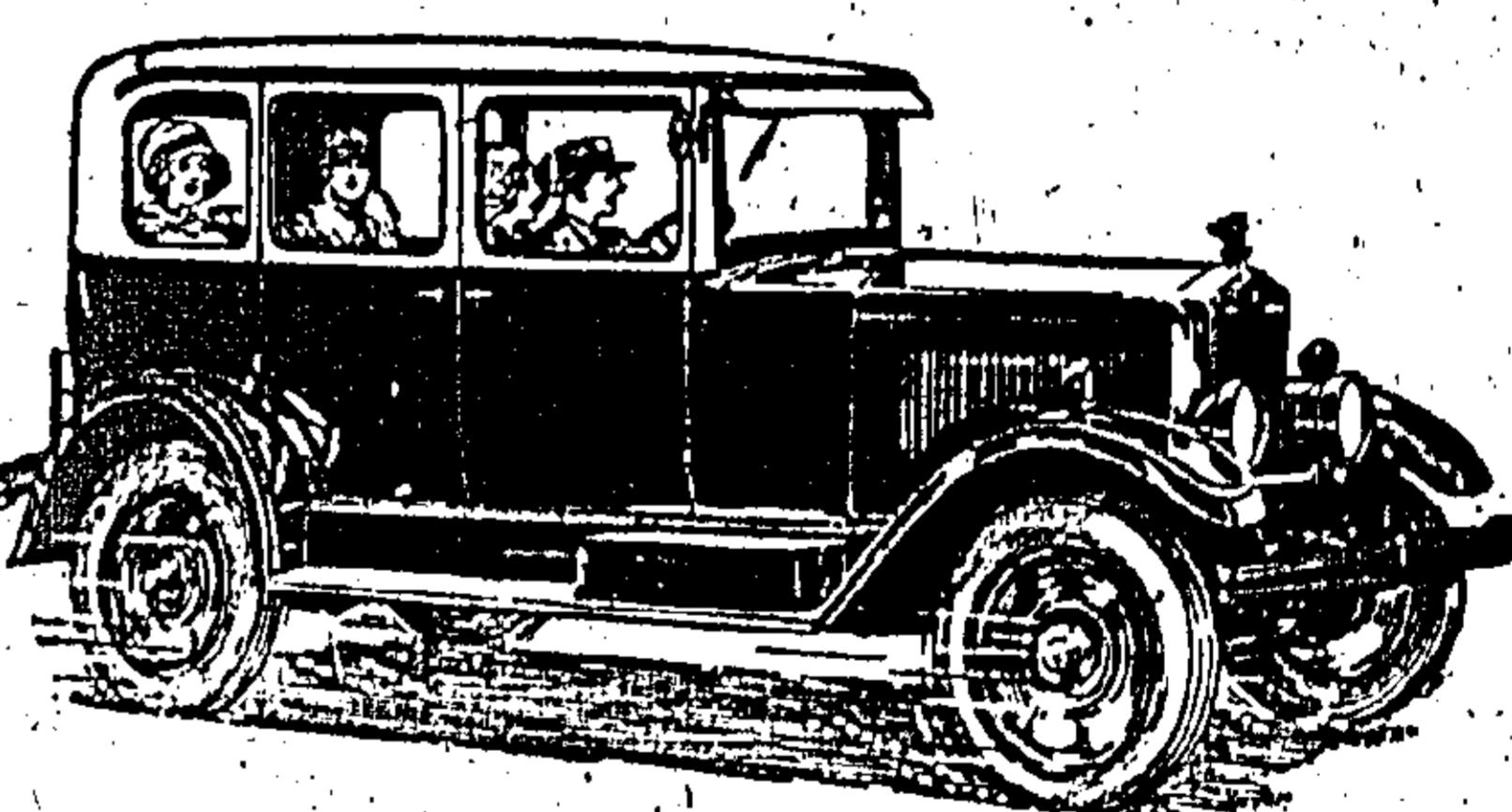
**UNION BUILDING . . . . . HONG KONG  
FIFTH FLOOR.**

Write us and our representative will call.

Telephone Central 4831.

**DEAL DIRECT.**

**Built well—  
and wisely**



**I**T is not enough to build well—we must build wisely. So Morris studied conditions.

Morris built a bigger car, with high clearance for the road that dwindled to a trail. Sturdy suspension, deep springing on a 56 in. wheel track to ride where there was no road at all. A higher-powered engine to climb gradients more fit for mules than motors, each detail of its design to ensure a smooth, high output of power in all conditions of climate. Above all, a job that, from wheel to wheel, would be so reliable, so trustworthy, that your mind would be easy a thousand miles from a garage.

This is the car that Morris, Europe's greatest automobile producers, have built for you. A universal car that has earned universal confidence.

*Prices . . . Full Five-seater Tourer      Full Five-seater Saloon*

**MORRIS AFTER-SALES SERVICE IS WORLD-FAMED AND PRICES OF SPARE PARTS ARE FIXED BY THE FACTORY**

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25 Queen's Road Central Tel. Central 4759.**

## LOST PLANE FOUND OFF DUTCH COAST.

PRACTICE FLIGHT ENDS 150 MILES AWAY!

## PILOT MISSING.

London, Mar. 11. A light plane which ascended from Hucknall Aerodrome, Nottingham, on Saturday for a short practice flight has been picked up in the North Sea off the Dutch coast—150 miles from its starting point.

The pilot, Mr. A. C. Peacey, of Derby, was missing. When he ascended, Mr. Peacey was told not to leave the vicinity of the Aerodrome. How he came to be over the North Sea is unknown.

The wreckage of the aeroplane was brought into Hull yesterday by a German steamer.

## Told not to Leave.

The first episode of this air and sea mystery began just after Mr. Peacey had made a test flight, lasting about half an hour, with the Nottingham Aero Club's instructor, Mr. K. K. Brown.

Mr. Peacey decided to ascend again alone to practice landing.

He was told not to leave the vicinity of the aerodrome, and not to retain the machine for long, as it was wanted by another member of the club.

Mr. Peacey made two successful landings, and then flew off in the direction of Nottingham. He had sufficient petrol for a flight of about 2½ hours.

## Officials' Alarm.

An hour and a quarter passed and, as there was no sign of his reappearance, club officials became anxious and communicated with other aerodromes, the Air Ministry and the police.

No trace of the machine could, however, be found, and no solution of the plane's disappearance was forthcoming till yesterday.

Then the German steamer Maygot (632 tons) arrived at Hull from Harlingen (Holland) with the wreckage of the plane on board.

She reported that on Saturday afternoon, when about 60 miles west of the island of Terschelling, off the Dutch coast, the look-out saw wreckage floating on the water.

When the Margot approached, she found the wreckage to be that of the missing aeroplane.

The sea was calm and there was no sign of the pilot.

The wreckage was hoisted on board, and the voyage continued.

## Experienced Pilot.

Mr. Peacey, a married man with one child, lived in St. Thomas' street, Derby.

He was an ex-officer of the Royal Air Force with about 800 hours flying experience, and was about to qualify for his civilian pilot's license.

## THE WRITER'S ART.

(Continued from Page 8.)

Tensity and beauty never to be forgotten, and this effect it could not have won but for the perfect unity of its subject-matter, the fine proportions in which movement and passion, in all their fervour, are subtly and harmoniously combined.

In the same manner, through the organic continuity of them, Mrs. Woolf leaves the reader of "Orlando" satisfied at the end. The imagination which has conceived a gifted person and her ancestors as a single personality living on young and vivid, through the centuries, could never have gratified the aesthetic sense as it does but for the author's power of welding so many parts into a whole. And why is it that we are beginning to recognize that Thomas Hardy stands high when other Victorian novelists are failing in our esteem? There are many reasons, no doubt, but one is that he was a master in the handling of plot. And our chief complaint against him is just in respect of one element in which his plots were defective; that he left too much to his belief in a ruthless fate.

In many books we may be delighted, at this point and that, by passages of description, or intellectually impressed by thought, or moved, here and there, as by a piece of lyrical poetry. But, the novelist who would leave us with the sense of something added to the harmony and beauty of human experience can achieve it only by an excellent plot, or a well-proportioned theme.—R. A. S. J. in the Christian Science Monitor.

What is claimed to be a record passage from England to New Zealand, has been made by the motor vessel Zealandia, which made the voyage from Falmouth to Bluff in 82 days 13 hours.

## WELLINGTON'S DUEL.

## AN INCIDENT OF CATHOLIC EMANCIPATION.

On March 21, 1829, the London world was stirred to its depths by the astonishing news that, at eight o'clock that morning, the Duke of Wellington—then Prime Minister—had fought a duel with Lord Winchilsea.

The Catholic Relief Bill, introduced by Peel a fortnight before, was having a stormy passage. The Duke was determined to see the business through, and the Tory Party as a whole was prepared to follow its idol to the most distasteful lengths. But there was a good deal of silent dissent, and some open rebellion, which found a more than adequate mouthpiece in the Earl of Winchilsea. This young Peer—he was then only thirty-eight—was a descendant of the great Mansfield. His character, however, furnished little evidence of this ancestry, for he had neither wisdom nor timidity in his composition. Intemperate and utterly sincere, he had been a formidable thorn in the Duke's side from the moment Protestant principles seemed to be in danger; and when there was no longer any question of the Duke's intentions, Winchilsea's outraged conscience boiled over.

Deliberately and ostentatiously he proceeded to withdraw his name from the list of subscribers to that favourite child of the Establishment in London, the building of King's College; and simultaneously wrote to the newspapers explaining why he had done so, the reason given being that the Duke was also a supporter—that Duke who "under the cloak of some coloured shew of zeal for the Protestant religion, carries on an insidious design for the infringement of our liberties and the introduction of Popery into every department of the State."

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The London world took the incident in various ways—Mrs. Arlthurnt serenely, Lady Jersey in a sort of mild hysteria, the King with entire approval. Sensible men remonstrated with the Duke—a man in his position, notwithstanding the precedent of Pitt, ought not to have exposed himself—and so on. He met every view of the question with the same grave simplicity—"I could not have done otherwise, could I?"

## LEE STACK INDEMNITY.

## £500,000 FUND FOR HEALTH AND EDUCATION IN THE SOUDAN.

The report of the supervisory committee appointed by the Soudan Government to administer the fund, composed of £500,000 imposed by the British Government on the Egyptian Government as one of the penalties for the murder in Cairo in 1922 of Sir Lee Stack, Governor-General of the Soudan and Shaduf of the Egyptian Army, is published for 1927. It shows that the money is being devoted to the improvement of the Soudan in respect of health and education.

A medical laboratory is being built, and a travelling railway laboratory is already in use. Dispensaries have been erected and sums allotted for various hospitals, and new buildings for lepers have been built and opened at Omdurman.

Funds have been furnished for building schools and headquarters for teaching staffs, and to provide a library and museum at Khartoum. Almshouses for the blind and indigent have been constructed at Omdurman.

## THE LEUNG KWONG COLLISION.

## PROVISIONAL DATES FOR PILOT'S TRIAL.

## LENGTHY HEARING.

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## A WIFE AT BRIDGE.

## NOVEL DIVORCE ACTION IN BUDAPEST.

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## The Very Idea!

Seven hundred guests recently took of a wedding-breakfast at Mezzosat Boshad, in Hungary, when the son of the district judge married the daughter of a rich peasant farmer, says Reuter's Vienna correspondent.

The feasting lasted continuously for three days, during which time five pigs, 200 fat ducks, 60

**Just Arrived**  
**CHOICE CANADIAN BACON**  
SLICED ... \$1.20 per lb.  
WHOLE (5 lb. Pieces) ... \$1.10 "

**ENGLISH HAMS**  
WHOLE HAMS ... \$1.00 per lb.  
HALF " ... \$1.10 "

**THE DAIRY FARM ICE & COLD STORAGE CO., LTD.**



MITSUI BUSSAN KAISHA, LTD.

**Call and see —**  
**THE LATEST MODELS**  
**IN**  
**LADIES'**  
**STRAW**  
**HATS.**  
AN EXCELLENT SELECTION  
AT MODERATE PRICES  
**YEE SANG FAT.**

**STAR THEATRE**  
KOWLOON.  
GRAND OPENING NIGHT  
SATURDAY, April 13th.

at 9.15 p.m.

W. R. BANVARD'S

ENGLISH COMEDY COMPANY  
in  
**"A CUCKOO IN THE NEST"**

direct from the Aldwych Theatre, London

Hong Kong repertoire will include:

"ROOKERY NOOK"

"THARK"

"THE RINGER"

Edgar Wallace's GREATEST Thriller.

"OTHER MEN'S WIVES"

"DIVERSION"

"THE FANATICS"

Watch for further announcements in Daily Papers.  
Booking at Moutria's and Star.

Prices \$3, \$2 & \$1.

## THE WORLD OF SPORT

### NAVY SAILING RACE.

#### FLAGSHIP WINS CUP GIVEN BY LADY TYRWHITT.

Sailing conditions were much better yesterday when midshipmen from warships in harbour competed for a silver cup presented by Lady Tyrwhitt, wife of Sir Reginald Y. Tyrwhitt, Bt., K.C.B., D.S.O., D.C.L., formerly the Commander-in-Chief of the China Station.

The first six boats to cross the finishing line were as follows:

1. H.M.S. Kent's galley. Time, 1 hr. 47 $\frac{1}{2}$  mins.

2. H.M.S. Suffolk's 1st cutter. Time 2 hrs. 1 min. 26 secs.

3. H.M.S. Suffolk's 2nd whaler.

4. H.M.S. Suffolk's 1st whaler.

5. H.M.S. Suffolk's 2nd cutter.

6. H.M.S. Kent's 1st whaler.

A similar race was held on Thursday for a cup presented by Sir Reginald Tyrwhitt for senior officers, the *Titanic* obtaining first and third places and the *Berwick* second place.

When the sailing race started there was a fresh breeze which enabled the competing boats to make good headway over the triangular course which started from the *Tamar*; from there south of No. 7 and 8 buoys, to buoy 50 onwards to Cut Rock buoy and back to the starting point.

During the course of the race one of the boats came to grief, colliding with a junk and, it is believed, straining a plank causing a leak. No one was injured, however, and the boat returned safely to the Naval Yard.

Entries were sent from H.M.S. Kent, H.M.S. Suffolk, H.M.S. Cornwall and H.M.S. Berwick, there being 20 boats competing in all.

### LAWN TENNIS.

#### H. D. RUMJAHN TO MEET COUSIN IN SEMI-FINAL.

H. D. Rumjahn qualified to meet his cousin and doubles partner, S. A. Rumjahn, in the semi-final of the Open Championship singles by defeating Lin Peng-chin in the fourth round yesterday afternoon, the match, which was characterized by faulty play on both sides, going the full distance. On the form shown by both players, neither deserved to get as far as he did.

Rumjahn was particularly erratic in the first set, and by trying to force the play he lost valuable points. His drives were mostly hit outside or into the net, while his placing was faulty. Even in the later part of the game he failed to show anything like the form displayed in his match with M. K. Lo.

The University champion was never at the top of his form, and with the exception of a few brilliant flashes was never playing anything like championship tennis. Like his opponent he was invariably hitting wildly, putting easy shots into the net or outside the court. Both were exceedingly faulty with their services, double faults being one of the main features of a most uninteresting match.

The final score was 1-6, 6-4, 3-6, 6-3, 6-2 in favour of Rumjahn.

There was only one "Club" match,

this being in the Mixed Doubles event.

Lieut. and Mrs. D. Smith, whose

handicap is minus 4/6, beat J. V. Parker and Miss D. Stanion (minus 2/6) in straight sets, the scores being 6-4, 6-2.

### LOCAL RACING.

#### ENTRIES FOR THE THIRD EXTRA MEETING.

There are nine events on the programme for the third extra race meeting of the Hongkong Jockey Club to be held at Happy Valley next Saturday. The principal event is the Second Aggregate Stakes, over one mile, for which there are thirteen entries, including Christmas Chimes, the winner of the First Aggregate Stakes.

The following are the entries for the non-handicap events:

April Stakes—One Mile.

Sunshine, Duke of Normandy II, Duke of Milan, Szatmar, Rummy, Pink Pearl, Papaya, Pumpkin, The Pilgrim, The Jungle Book, Half Pint, Alderley, Inc., Heriotofore, Falou Alarm, Armonia, Soprano, King's Parade, Bronze Idol, Charlton, Second Aggregate Stakes—One Mile, Monterey Bay, Duke of Chantilly, Grand Tattoo Eve, Blue World, Town Hall, San Francisco, Picado, The Pheasant, Chesapeake Bay, Huntington, Mount Elizur, Duke of Melrose, Young Pretender, Thunderbolt, Flying Stag, Erin's Isle, Ace of Spades, May.

Catchweights, second round: A. B. Bullen beat Marine Goddess (Kent), who received a bye in the first round; A. B. Swann beat A. B. McKinney (Hermes) who received a bye in the first round.

Middleweights, second round:

Stoker Taylor beat Marine Huntley (Kent) who received a bye in the first round; A. B. Halcombe beat L. Stokes Day (Kent) who received a bye in the first round.

Lightweights: Tel. Sears (Hermes)

Featherweights: Boy Clarke (Suffolk) beat A. B. Bambridge (Hermes).

Bantamweights: Boy Gilham (Suffolk) beat A. B. Roberts (Hertford).

In the second round of the Welterweights: A. B. Turner beat A. B. Webb; A. B. Trimmings beat Stoker Harding; Stoker Harvey beat Stoker Tucker; A. B. Perkes beat Marine

Hurst.

D'Agular Plate—Once Round (About 7 Furlongs 55 Yards).

The ring was made and erected by the officials of the China Fleet Boxing Association, who are also responsible for the excellent arrangements that have been made.

The judges were Lieut. Commdr. Bremner and Lieut. Alexander L. Dalton was the referee.

Those present included Lieut. C. G. Hardy (Fleet recreation officer), Commanders H. G. Byron, Porter, Stanley and Fliegins, the latter being the President of the Association, and Comdr. Phillips.

Playing at King's Park yesterday afternoon, the K. B. S. F. P. A. met and defeated the Hongkong Hockey Club "A" team by 6 goals to 2.

Chelmsford, Apr. 5.

Li Yuan-hung's former War

Minister, Wu Kwang-an has pro-

ceeded to Japan.—Reuter.

### WHEN NAVY BEAT ARMY AT RUGBY.



Above are two good snapshots of the Rugby football match at Happy Valley in which the Navy defeated the Army by 20 points to 5. The Club meet the Navy on Monday evening, when a fine tussle should be seen. (Photos: Mee Cheung.)

### OUR BERLIN LETTER.

#### ANOTHER CENTENARY CELEBRATION.

In almost all countries there are associations which cultivate international relations in the domain of archaeology.

One of the oldest of these is the German Archaeological Institute, which was founded in the year 1829 as the "Instituto di Corrispondenza archeologica," and the hundredth anniversary of its foundation will once more without doubt be celebrated by a gathering in the German capital on the 21st April, 1929.

Leading scholars from all countries will assemble on this occasion and deliver addresses on the most important excavations of recent years.

Professor Kurunoti and Professor Buschor from Athens will defend the newest finds in Eleusis and on Samos, Makridi Bey will describe the latest interesting excavations in Stamboul and Arduino Colasanti, the Director General of the Roman museums, will report on the archaeological treasures of his country; the activities of northern countries will be represented by addresses to the assembly by Professor Poulsen of Copenhagen on the progress of the Greco-Danish excavations in Kalymnos and by Professor Haakon Shetelig of Norway on the ornamentation of the Oseberg ship, while German scholars, among others Professor Dorpfeld of Berlin, Professor Obermaier of Madrid and Professor Junker of Vienna, will give details of the results of exploration in their special departments.

The reception of the men of learning from all countries will take place in the Pergamon Museum which will shortly house the whole of the treasures collected in the Near East in the course of the last fifty years.

The inspection of the famous "Great Altar" and of the many other antique works of art dating from a period of important historical events and a description of these treasures by Professor Wiegand, the well-known Director of the State Collections of Antiquities, will be the principal item in the programme of the celebration which will last for several days.

The traditional task of the hundred year old Institute—that of making known archaeological facts—will be fulfilled at the meetings of the International Congress on Excavations during the second half of April when the German capital will once again justify its reputation as a seat of international scientific research.

Death of Siegfried Ochs.

At the beginning of February the German musical world suffered the loss of one of its most important personalities through the untimely death of Professor Siegfried Ochs.

Those present included Lieut. C. G. Hardy (Fleet recreation officer), Commanders H. G. Byron, Porter, Stanley and Fliegins, the latter being the President of the Association, and Comdr. Phillips.

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### BIRTH-RATE HIGHER.

#### OFFICIAL FIGURES FOR THE PAST YEAR.

The year 1928 will go down as the period when an improvement set in in the birthrate of England and Wales, following the unprecedented fall during 1927, when the number of births registered was the lowest on record.

In 1928 659,267 babies were born compared with 654,172 in 1927. This, however, does not compare very favourably with the record number registered during the past decade, 657,782, nearly a million, in the year 1920.

The number of deaths (excluding still-births), states the Registrar-General's return, issued last month during the year was 469,440, making a death-rate of 0.8 below that for 1927, the number in that year being 484,609.

The natural increase of population by excess of births over deaths was, therefore, 199,827, compared with the average annual increase in the preceding five years of 243,621. The infant mortality rate for the year in England and Wales was 65 per 1,000 live births, which is the best recorded, the previous lowest being 69—during the year 1923.

Marriages solemnised during the year totalled (according to a provisional estimate) 302,810, as compared with 303,370 in the preceding year. This figure is slightly lower than that of the preceding year, but it is still well over the later post-war years.

The record number of marriages in any year during the decade was in 1920, the number then being 379,982.

The deaths registered during the last quarter of the year numbered 115,689, and were 21,901 more than in the preceding quarter, but 877 less than in the corresponding quarter of 1927. Influenza was stated to be either a primary or contributory cause of death in 1,727 cases, or 1.49 per cent. of the total.

### THE HOCKEY CLUB.

#### TEAMS FOR THE MATCHES NEXT WEEK.

The following will represent the senior eleven of the Hongkong Hockey Club in their match with the King's Own Scottish Borderers at King's Park on Wednesday at 5.15—W. H. Tait, W. Woodward, J. Rodger, A. R. Hotelio, E. J. R. Mitchell, J. E. Norrha, H. Owen Hughes, G. E. R. Divett, A. D. Dand, (captain) R. N. Valentine, and C. C. Francis.

The second eleven to meet the King's Own Scottish Borderers on Monday at 5.15 will be—A. C. Howell, J. E. Henry, L. F. Nicholson (captain), R. H. Todd, L. A. R. Dunn, A. J. W. Ashby, A. R. Hotelio, W. A. Nowers, R. E. Valentine, T. J. Price and T. Whitley.

The following appointment was made by the Secretary of State for the Colonies during the month ended Jan. 31—Hongkong: Brett, Miss V. N. Nursie Slater.

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**GERMAN MUSIC.****PROGRAMME OF THE BERLIN SEASON.**

[By Max Marschink.]

The town of Berlin is planning a "Season" in great style which is to begin about May 20th, and is calculated to last about four weeks. This Season is an innovation for Berlin. The object of it is to provide the great host of foreign visitors who spend some time in Germany and Berlin in May and June as imposing a survey as possible of what Berlin can offer as a musical and theatrical centre. It is naturally also of the greatest importance for the artists and for the artistic institutions in Berlin to obtain this survey once a year, to be stimulated by festival performance once a year to maximum efforts and to be compelled to rise above the everyday level.

With a view to rendering the Berlin Season of 1929 particularly attractive to the international public and at the same time meeting a long cherished but so far unfulfilled wish of the inhabitants of Berlin, the services of Arturo Toscanini, whom many regard as the greatest conductor of our times, have been secured for a series of five or six performances by the opera company from the Scala, Milan, which will take place between the 22nd and 31st May. Toscanini will bring the whole of the soloists from the Scala with him and also the orchestra which numbers 110 executants, the powerful chorus and part of the famous corps de ballet. It is not yet quite certain what works will be given but the following operas by Verdi have been mentioned: "Rigoletto," "Il Trovatore," "La Forza del Destino" and "Falstaff" Donizetti's "Lucia di Lammermoor" and Puccini's "Manon" are also being considered and the new opera "Monaco Geraldo" by Pizzetti will perhaps be put on. Particular interest attaches to the fact that the Milan Scala are sending their entire scenery and effects to Berlin.

**Opera Houses.**

The three Berlin Opera houses will give a Wagner Cycle, a Mozart Cycle and a Strauss Cycle, all with fresh scenery. Richard Strauss, whom we consider to be Germany's most representative musician, will conduct the Strauss Cycle in person. In addition to Richard Strauss the Berlin Directors General of Music, Leo Blech, Erich Kleiber, Otto Klemperer and Bruno Walter will also take part in carrying out the programme which is conceived on a really large scale. The festival performances of opera will be opened on the 19th May with "Die Meistersinger" which has long been preferred for opening nights. A first performance is also to be included in the programme, the work selected for production at the beginning of June being the comic opera "Neues vom Tage" (News of the Day) by Paul Hindemith, one of the most gifted of the younger German composers, who has attracted attention with his opera "Cardillac." Towards the end of the Season "Carnival in Rome" by Johann Strauss will be revived. This is an early work of the Austrian composer, written before the operetta "Die Fledermaus."

The programme of performances on the concert platform will not lay behind that for the operatic stage. The series will be opened with a Beethoven Night, when Wilhelm Furtwangler will conduct the Philharmonic Orchestra and the final evening will also be Furtwangler's Concert. Bruno Walter, Gustav Mahler's disciple and friend and a leading interpreter of his works, will conduct "Das Lied von der Erde." Igor Stravinsky will be the soloist at a concert devoted to modern music and conducted by Otto Klemperer. In order to give the foreign visitors an impression of what Berlin can offer in the way of choral singing, Georg Schumann will produce the Mass in B flat minor with his famous Singakademie Choir, while two large popular concerts will provide an opportunity for the celebrated Berlin Teacher's—Singing Union, the Berlin chorale societies and the Berlin Workmen's Singers' League are giving proof of the care bestowed on male community singing.

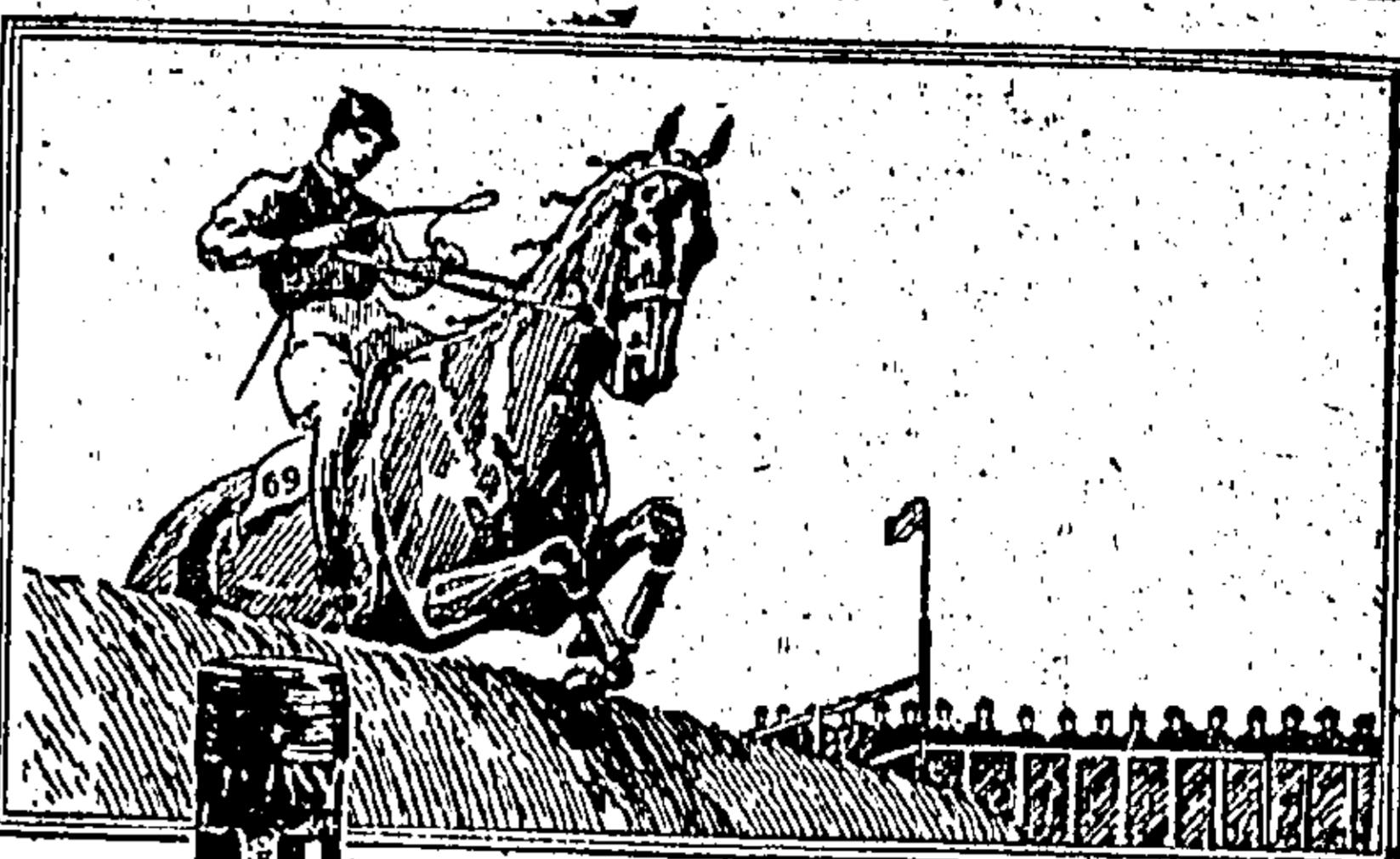
**Palace Arrangements.**

Finally concerts are to be given in the Golden Gallery of the beautifully situated Charlottenburg Palace with programmes as far as possible in accord with the rococo character of the splendid room. A flute concerto by Frederick the Great will conjure up a picture of olden days. At a rococo concert with a chamber orchestra a symphony by Frederick the Great, a rondo with cembalo and a symphony by Mozart will be performed. It is proposed to include in this group of concerts in the Golden Gallery the

first performance of five new songs by Richard Strauss, which the composer has promised to accompany personally on the piano.

Dr. Paul Eger, at one time Director of the Municipal theatres in Darmstadt and in Hamburg, is the organizer of the festival performances. It is due to his initiative that the Milan Scala has been persuaded to make a foreign tour. It has only once done so before, in Paris many years ago. Dr. Eger has not yet abandoned hope of succeeding in persuading the State Opera in Vienna to take part in the Berlin Season. Great things have been planned and the variety to be offered is extraordinary. The circumstance that a number of the greatest conductors, men with international reputations, will work side by side, each in the department in which he has earned his fame, and the opportunity which will be afforded of comparing the capacity of the great German conductors with that of Arturo Toscanini whose fame is almost a legend, render the Berlin Season valuable in itself in a special way and give it an importance which has hardly ever attached to a similar undertaking. It should be added that all the greatest vocalists in Berlin and in Germany will be heard at the festival performances.

Great things, as has been remarked, have been planned and the expectations of the international public will doubtless be



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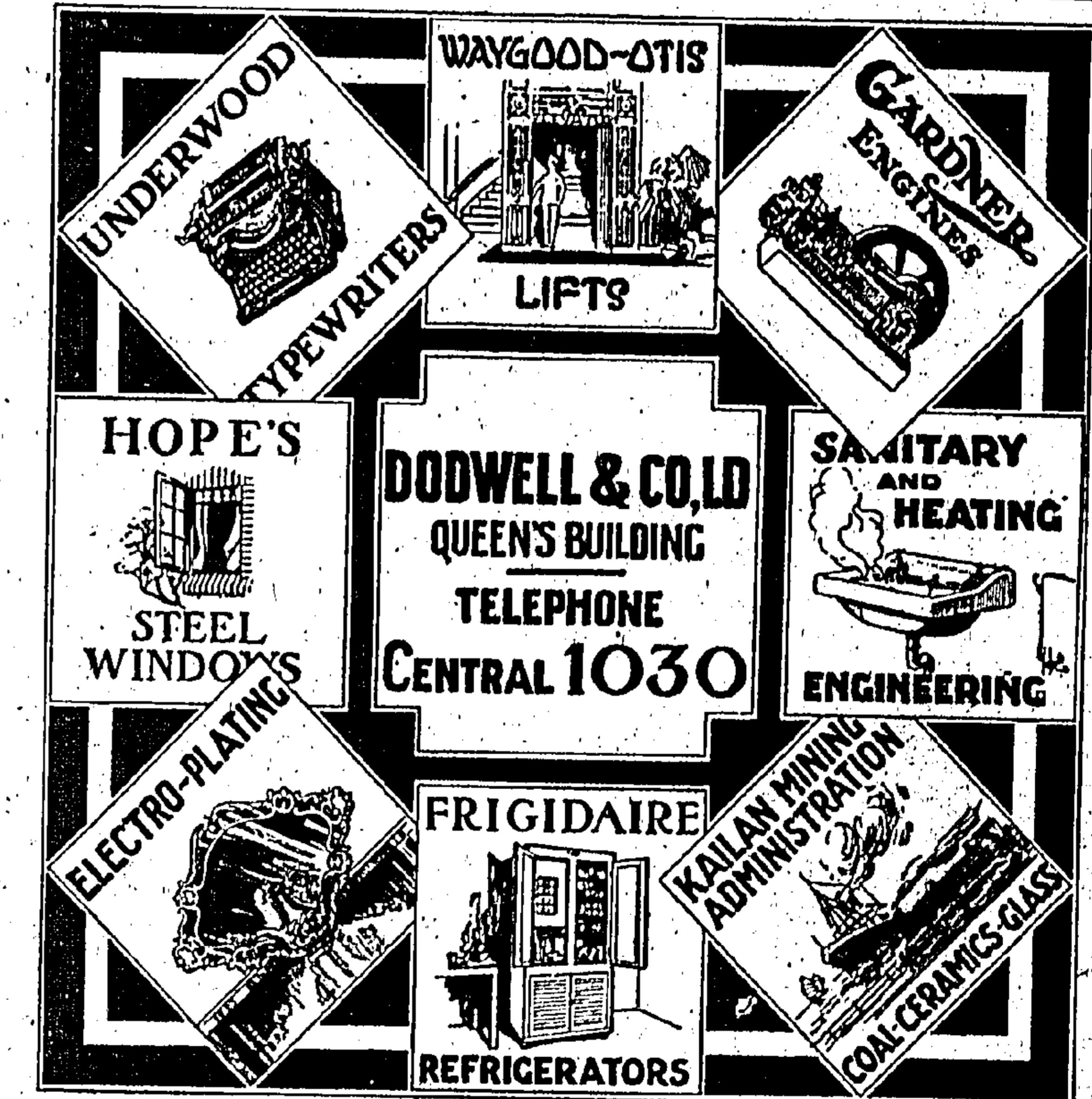
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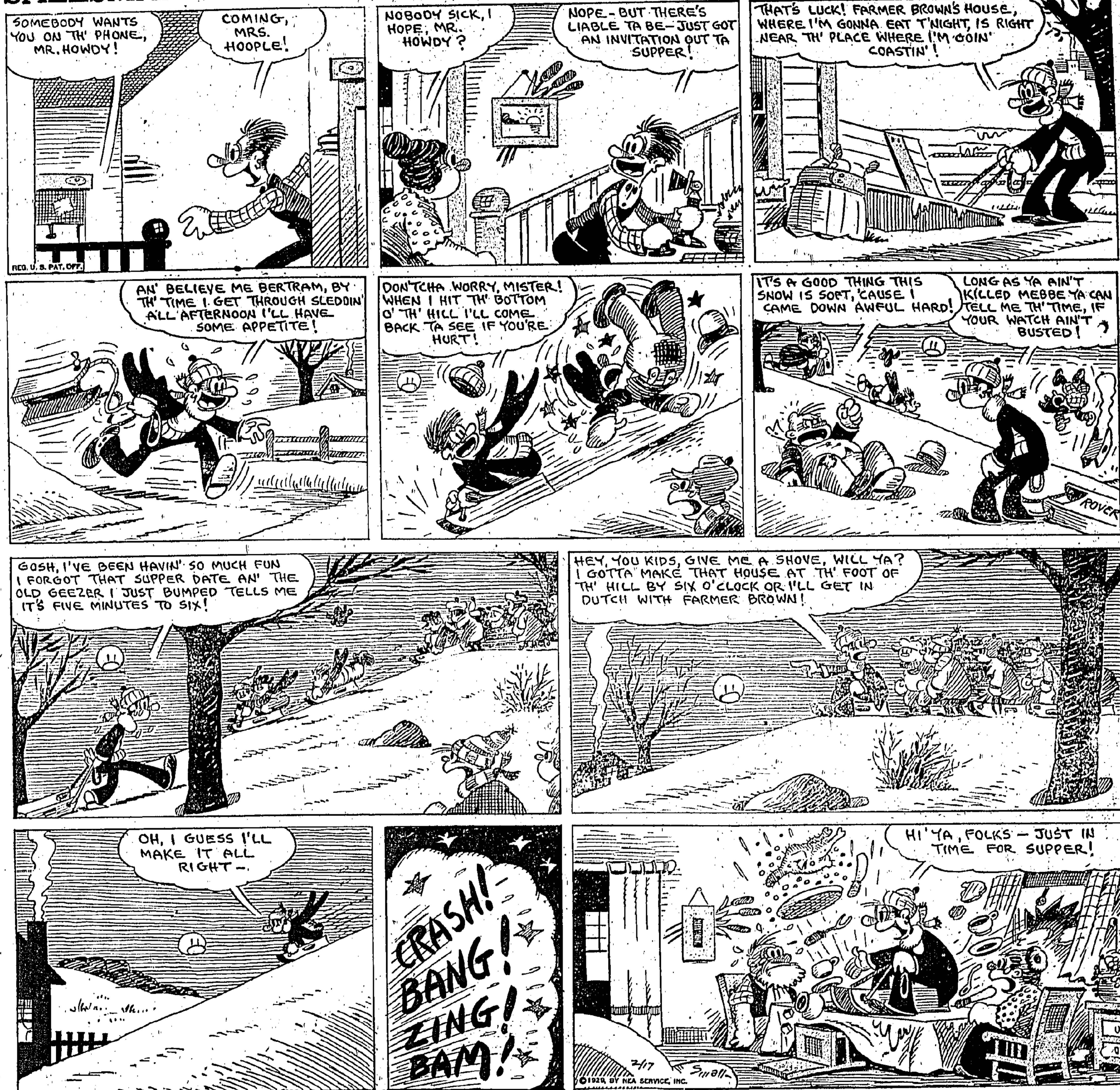
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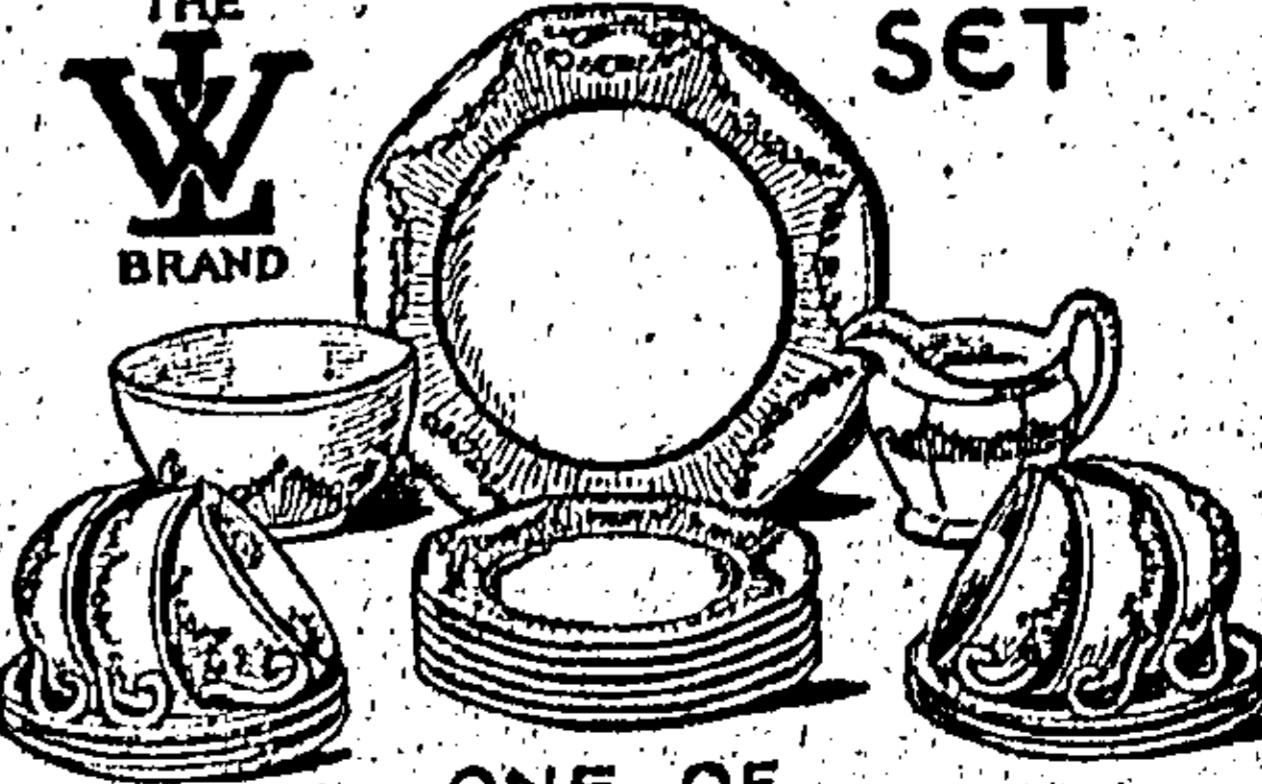
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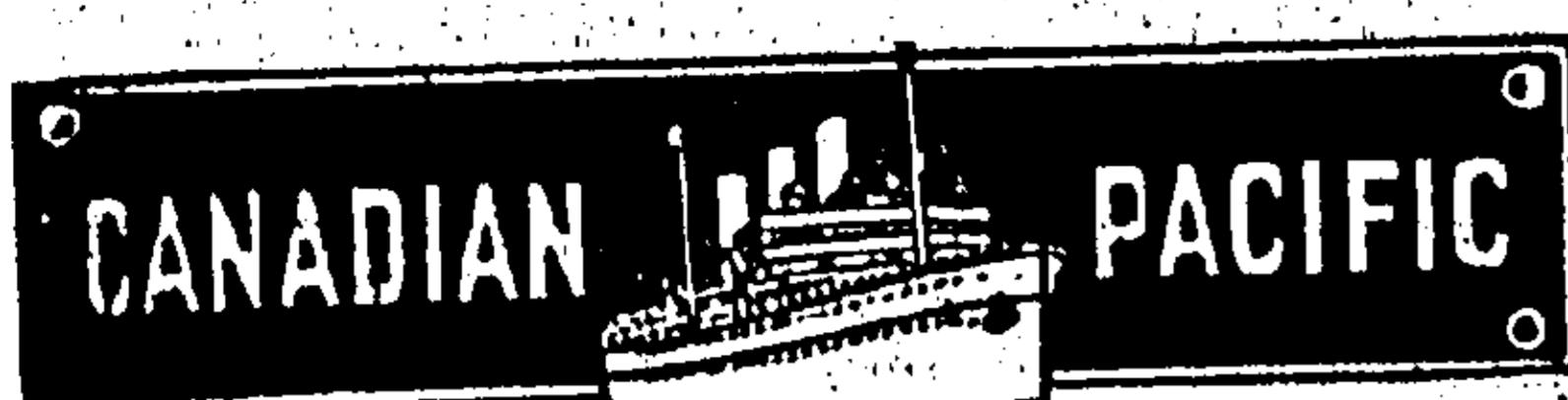
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EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 29
EMPEROR OF RUSSIA	June 26	June 29	July 2	July 4	July 15
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21

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#### MACAO PORT WORKS.

##### RECLAMATION OPERATIONS AGAIN COMMENCED.

Macao, Apr. 2.  
Dredging have been resumed during the past few weeks at the port of Macao. It is now many years since the Macao Port Works have been proceeding, and for some time it was necessary to temporarily stop all reclamation work to allow the first deposit in the reclaimed lands to harden. Some parts of these reclamations, where the materials used were dry earth of the most part, are already being slowly occupied, but many extensive tracts of land, especially those facing the outer port, have been made of mud dredged from the harbour bed. These latter areas have now sufficiently settled, and work has been recommenced with the filling in of the extensive tract of land immediately facing the anchorages of the new port. This second process consists in raising the level of the previous reclamations by several feet, and work is proceeding day and night.

Mud from the old channel leading to Macao's Inner Port has been used for this work, to effect which, two dredgers are in use, one of the bucket type loading the silt into barges and another of the propulsion type for pumping the mud on to the areas to be raised. The bucket dredger secures mud from various other parts of the channel leading to Macao and also from the roadside.

Notwithstanding the efforts of the coxswain to maintain balance, the launch began to take in water and in a few minutes she capsized and sank about twenty feet from the wharf, leaving about three feet of mast projecting.

Immediately the crew realised that the launch was sinking panic broke out, some jumping into the harbour while others were thrown overboard by the sudden list. Sampan in the vicinity at the time immediately went to the rescue, all of the crew being safely taken out of the water. There were no passengers on board, but the entire cargo is believed to be ruined.

The Saigon, which is owned by the Kwong Sing Steam Launch Company of Connaught Road, carried a crew consisting of the coxswain, an engineer, two accountants, a stoker, two seamen, a cook, a "boy" and a steersman.

#### M.P.'S BROTHER SHOT.

##### MYSTERY OF UNFINISHED LAW CASE IN AFRICA.

Nairobi, Mar. 8.  
Troops were called in to help 70 police who had been all day searching the bush country in the Nairobi area for Mr. Robert Oakley.

Towards dusk Mr. Oakley was found dead near the aerodrome, two miles from the town, with a wound in the forehead. A pistol lay near.

He was fifty years of age, and fought in the Boer War.

During the Great War, Mr. Robert Oakley was an intelligence officer in East Africa.

He was a well known and wealthy farmer, with plantations near Nairobi.

His brother, Mr. T. Oakley, is Unionist M.P. for the Wrekin, Shropshire.

Mr. Robert Oakley had been accused of cruelly handling a native in order to extort a confession of thefts of fowls. He denied the charge, but owing to a court misunderstanding, was kept in gaol for a fortnight, while on remand, instead of being granted bail. He said he had not slept all the time he was in gaol. When at last given bail, he disappeared, and his body was found as above stated.

#### HARBOUR MISHAP.

##### LAUNCH CAPSIZES AT EASTERN STREET WHARF.

Considerable excitement was caused on the water front yesterday evening by the sinking of the steam launch Saigon, which plies between Hongkong and the district of Saigon. The launch arrived in harbour shortly after 6 o'clock and was about to come alongside the Eastern Street wharf when the vessel capsized, precipitating the crew into the water. Fortunately there were no casualties, the crew of ten being safely rescued by sam-

#### ELLEN TERRY.

##### THE PROPOSED MEMORIAL AT SMALLHYTHE.

The proposed acquisition of the old barn at Smallhythe and its conversion into a theatre, as a memorial of Ellen Terry, which was suggested by her daughter and received the support of a number of leading people in the theatrical world, is apparently not finding favour locally.

At a meeting held at Homewood, Tenterden, the matter was discussed, and as a result a reconsideration of the scheme was urged.

The reasons for the local opposition are that "the necessary roadways and additional buildings and other equipment would inevitably deface the beauty and ruin the character of the spot which Dame Ellen loved for its restfulness and rustic charm; and that the position of Smallhythe at distance from any centre of accommodation or supplies renders it unsuitable for a theatre."

As an alternative it is suggested that a theatre or hall should be erected at Tenterden "where everyone could enjoy the benefits her memory would bestow," and which, it is claimed, would be a worthier memorial than one which could be of advantage only to a few.

The meeting, which was convened by Lady Drury, and attended by Lady Geddes, the Mayor, and many other well-known local residents, was unanimous in its recommendations.

#### DRAMATIST'S BEQUEST.

##### BRITISH FUND ENABLED TO PERFORM HIS PLAYS.

New York, Mar. 12.  
The will of the late Mr. J. Hartley Manners, the British playwright who wrote "Teg o My Heart," has been filed here, and contains a bequest of £600 to Mr. Martin Andrew Dunn and £200 a year for life to Miss Annie Dunn, of Muswell Hill, London.

Another provision of the will, dated June 28, 1919, was a bequest of £100 to be paid annually for six years to the Royal General Theatrical Fund of England, provided that two of Mr. Manners' plays, "All Clear" and "God of My Faith," were performed alternately at the annual benefits of the organisation during that period.

The testator desired that thereby "the remembrance of the atrocities committed against the British people by the Germans might be kept alive."

In any case the Fund was to receive £500 unconditionally when his step-children reached the age of thirty. The bulk of his estate went to the widow, the actress known as Miss Laurette Taylor.

An inquiry at the London office of the Royal General Theatrical Fund yesterday a representative of Reuter's was informed that notification of the bequest had been received and the matter was in the hands of solicitors.

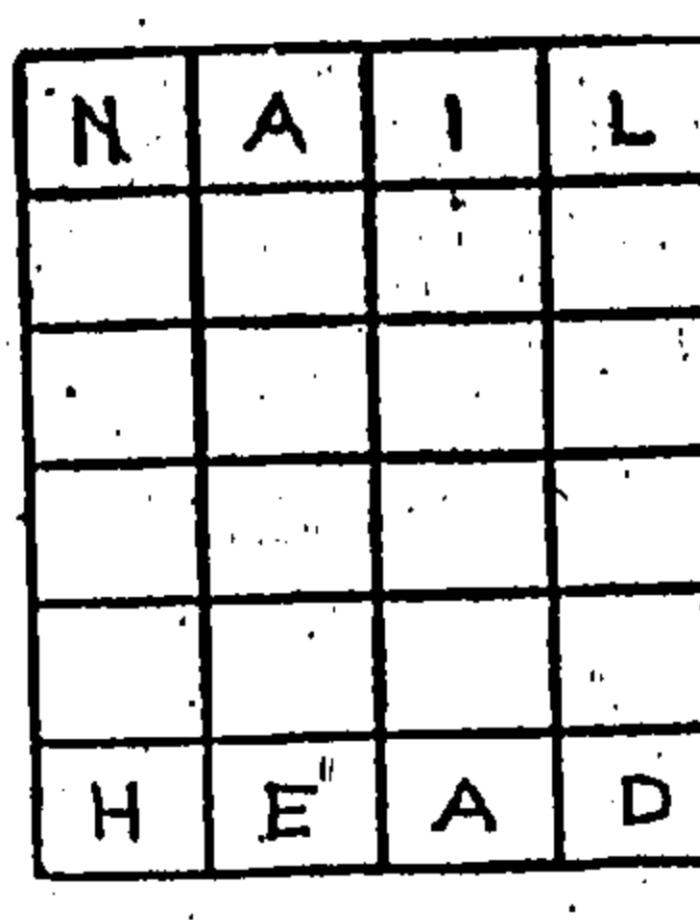
#### FLYING TOURIST.

##### FORCED LANDING CAUSES HALT IN JOURNEY.

London, Apr. 5.  
Mr. Van Lear Black, who is on a flying tour, had a forced landing owing to engine trouble at Ventimiglia, where he is delayed pending the arrival of spare parts for his machine.—Reuter.

#### LETTER GOLF.

Here's a NAIL you can hit right on the HEAD if you can do it in five.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.



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## ENJOYABLE CONCERT.

## MODERN LITERARY ASSOCIATION'S FUNCTION.

The concert arranged by the Modern Literary Association was a great success. There was a large attendance, including many Chinese politicians.

From the point of view of being well balanced and having not a single weak item, the concert was hard to beat. One of the best items was a drama written and directed by Mr. Ng Tai-ping, in which was included a sentimental song "Love is Life." The fancy drill and facial contortions which were also part of the drama were loudly applauded.

There were many encores throughout the evening and the programme concluded with an interesting musical sketch presented by Miss Antoine Pio Castro and company.

Before the national anthem was sung, the Chairman, Mr. Ng Tai-ping, thanked all artists who had contributed to the success of the evening.

## GOVERNOR OF MACAO.

## ARRIVES IN HONGKONG ON WAY HOME.

His Excellency the Governor of Macao (Senhor Artur Tamagnini de Sousa Barbosa) arrived in Hongkong yesterday on the first stage of his journey home to Portugal on leave. He made the trip here on the gunboat Macau and was accompanied by Madame and Mlle. Barbosa and his four sons.

His Excellency landed officially at Queen's Pier at 5 p.m. with his family, and stayed the night at the Hongkong Hotel. Prior to the landing, Captain Sillitoe, A.D.C. to H.E. the Governor of Hongkong, went out in the Government launch Lila to meet the distinguished party.

Among those on the pier to meet the party from Macao were H.E. the Portuguese Minister to China, Senhor Joso Bianchi, the Consul General for Portugal in Hongkong, Senhor Cerveira do Albuquerque e Castro, and Mme. Cerveira de Albuquerque e Castro, the Consul General for Portugal at Canton, Senhor Fernandes Costa, and Mme. Costa, the Hon. Mr. J. P. Braga, Mr. A. F. B. Silva Neto, and Mr. M. Simoes, representing the committee of the Club Lusitano.

The Governor of Macao and his family then drove to Government House, where an informal reception was held.

Hongkong Portuguese intend to show their appreciation of the distinguished visitor's administration of the neighbouring Colony by entertaining him at a reception to be held at the Club Lusitano this afternoon.

The Governor of Macao and family will leave to-morrow on the President Monroe for Europe, sailing at 8 a.m.

## PUBLIC LECTURES.

## ADDRESSES ON MATHEMATICAL PHILOSOPHY.

Under the auspices of the Hongkong University Engineering Society and Arts Association, two lectures on "Curiosities of Mathematics and Mathematical Philosophy" will be given by Captain J. L. P. Macnair, R.A.

These lectures will deal in a semi-popular way with Philosophy as the parent of Science; the mysteries of zero and infinity and the fourth dimension; the problems of simultaneity, relativity, gravitation; irregularity of time and inconstancy of size; and, by way of conclusion, with some applications of Mathematical Philosophy to standards and criteria of civilization.

Captain Macnair is already known to music-lovers in the Colony, by his contributions to concerts at the Helena May Institute, both as instrumentalist and composer. All who are interested to hear his discourse on Mathematical Philosophy are cordially welcome to attend these lectures at the University.

The first lecture will be given on Monday evening, the 8th inst., at 8.30 p.m., and the second on the evening of Friday, the 26th inst., also at 8.30 p.m. On both occasions the meeting-place will be Room "K" of the main building.

## A NEW VESSEL.

## THE M. V. NAIERNBANK IN PORT FOR FIRST TIME.

Another vessel new to the port came yesterday morning, this being the M. V. Nairnbank owned by the Bank Line Ltd. She arrived at 9 a.m. with a crew of 17 Britishers and 45 Asians under the command of Capt. William Elliott and had on board 925 tons through cargo but none for local discharge. She left at 6 p.m. yesterday, after taking on board 300 tons cargo, bound for Manila, from where she will sail for America.

We are told by the Bank Line that she has not been scheduled to call at this port regularly, having come here on her way from Shanghai to the Philippines.

The M. V. Nairnbank is a steel twin screw vessel of 5,166 gross tonnage and 3,152 net tonnage, and was built in 1928 at Glasgow by Harland and Wolff Ltd. for the owners, her dimensions being length 420.1 feet, beam 58.0 feet and depth 26.6 feet. Registered at Glasgow, she was engined by the builders to 717 N.H.P.

## THE WEST RIVER.

## WUCHOW STEAMERS FAIL TO REACH DESTINATION.

The shallowness of the water on the West River is causing grave anxiety to shipmasters all of whom find it very difficult to navigate their vessels up the river to any distance. No Wuchow steamer managed to reach its destination on the last trip, some stopping at Dosing whilst others just managed to reach a place four miles further up called Cheung Kong Tau. On her last trip the s.s. Kong So (Capt. A. Macnair) found the water so low that the master deemed it advisable to stop at Dosing, but the s.s. Sanning had better luck, Capt. Best, the master of the vessel, succeeding in reaching Cheung Kong Tau.

A vote of thanks was passed to Father Finn.

## RADIO BROADCAST.

## THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by Z.B.W. on 350 metres, 1.48 p.m. Weather Report.

5.30-6.30 p.m. Programme of Chinese Music (Beck Records supplied through the courtesy of Messrs. The Canton Trading Association Ltd.).

7.48 p.m. Evening Weather Report.

8 p.m. Evening Programme (Vicotor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co.).

"The Bell of St. Malo."

"Semper Fidelis March."

The Band of H. M. Coldstream Guards.

"Cavalleria Rusticana,"

"Barcarolle,"

H. M. V. New Light Symphony Orchestra.

"Sanctuary of the Heart."

"In a Chinese Temple Garden,"

Organ Solo, Reginald Foote.

"Mountain Lovers,"

"Nirvana,"

Tenor, John Turner.

8.30 p.m. Dance Music.

"Martha," Selection.

The Band of H. M. Coldstream Guards.

"Song of the Sea," Vocal Gems,

H. M. V. Light Opera Company.

"Songs of Ireland,"

"Song of Scotland,"

H. M. V. Light Opera Company.

"La Boheme-Potpourri,"

Marek Weber and His Orchestra.

9.30 p.m. Dance Music.

10.10 p.m. News Bulletin.

"Talis-Meditation,"

Tambourin Chinois,

Violin Solo, Fritz Kreisler.

"Ballet Egyptian Suite," (Ludgini),

Victor Concert Orchestra.

10.30 p.m. Close Down.

## LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

NAIL, HAIL, HALL, HELL, HEAL, HEAD.

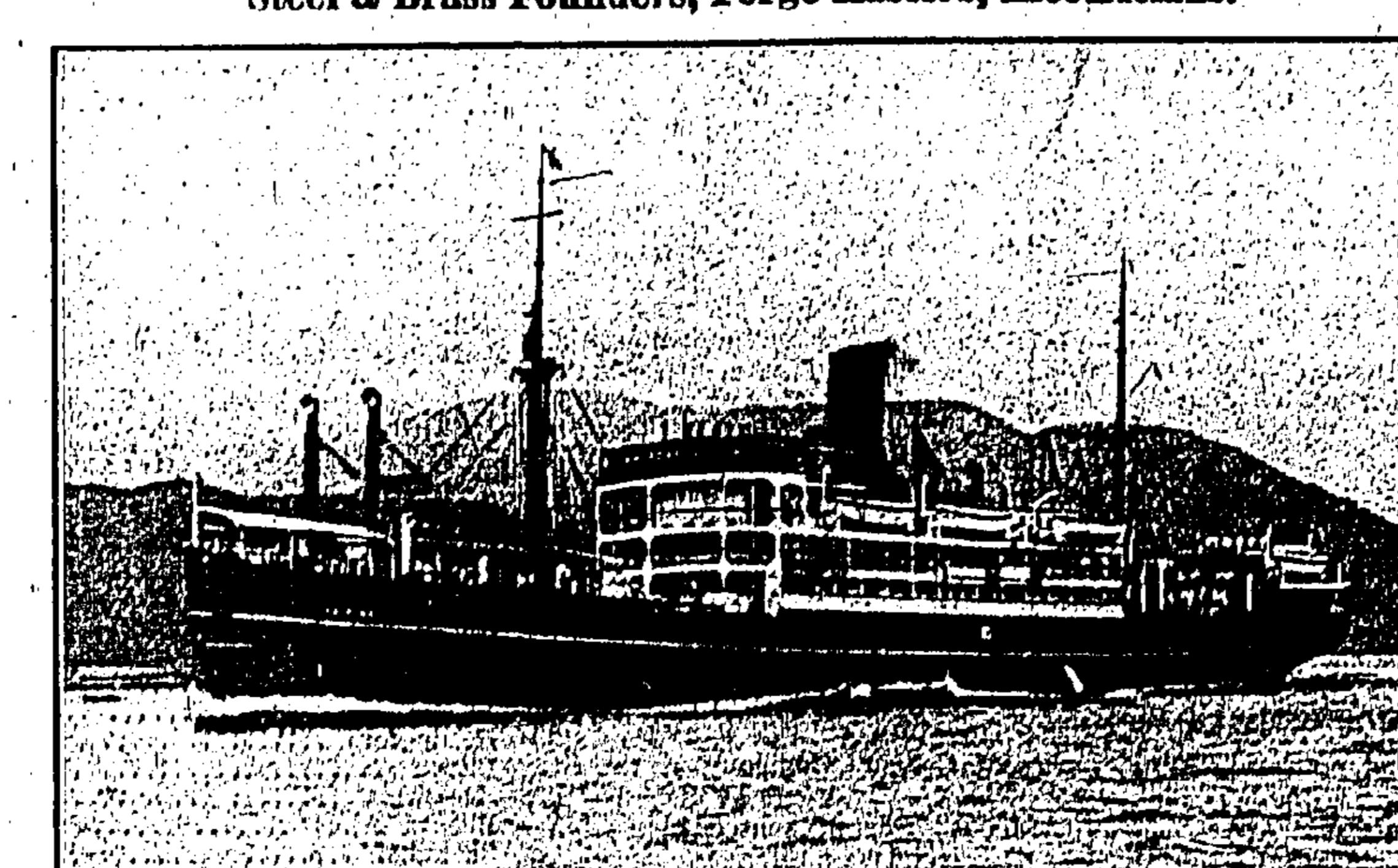
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## VATICAN PICTURES.

## INTERESTING LECTURE BY FATHER D. J. FINN.

Father D. J. Finn, M.A., S.J., delivered yesterday a very interesting lecture at the University Arts Association last night, his subject being "Raphael and his Vatican Pictures."

Prof. L. Forster presided over the gathering. It will be recalled that Fr. Finn delivered a similar lecture some time ago at the Helena May Institute, but last night's lecture was intended for the historians and politicians among the Arts students.

For this purpose, the lecturer concentrated on a remarkable series of masterpieces—the frescoes on the walls of the Vatican apartments known as the Stanze di Raffaello.

In a brief passage, Fr. Finn described and illustrated with slides the familiar Madonna pictures and traced the influences which helped to mould the artist.

The Raphael pictures were painted four hundred years ago at the command of the Popes in order to celebrate their status at a moment when the temporal power had reached its maximum extent in territory and to-day the pictures had regained some living meaning and in illustration more telling force the Pope being a ruling temporal monarch.

At the conclusion, Prof. Forster said that unfortunately fine art was apparently neglected out in the East, though China in the past had made many contributions to the store of the world and there was no reason why she could not do so again.

A vote of thanks was passed to Father Finn.

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NALDERA	16,083	13th Apr.	Bombay, M'les & London
MINZAPORE	6,715	16th Apr.	Straits, Colombo & B'bay
KARMALA	9,128	20th Apr.	Marseilles & London
TALIPORE	5,273	24th Apr.	Straits, Colombo & B'bay
MANTUA	10,946	27th Apr.</	

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**PARIS REPARATION CONFERENCE.**

ATMOSPHERE NOW MUCH MORE HOPEFUL.

**ALLIES PRESENT BILL.**

Paris, Apr. 6. The atmosphere at the Conference of the Reparations Experts appears to be much more hopeful. The discussions of the two Memoranda submitted achieved much, but subsequently Dr. Schacht, the head of the German delegation, had interviews with the heads of the principal credits delegations on the various points brought forward.

It is officially learned that as the result of those private conversations, the German delegation now has an accurate conception of the total of the Allied minimum demands.

The fact that they are prepared to discuss them is regarded as a favourable sign.

It is anticipated that Dr. Schacht will do his best to whittle the bill down, but the French newspapers are now optimistic with regard to a settlement.

The Conference has been in session for more than six weeks already, the greater part of the time having been occupied in fixing the total amount Germany has to pay, and the amount of the annuities.

Forecasts vary, but it is thought that a reduction on the present Dawes annuities will be obtained by Germany.—Reuters.

**K.O.S.B. JOY RIDERS.****FINES IMPOSED IN COURT THIS MORNING.**

An interpreter for the Shanghai dialect being available this morning, the hearing was proceeded with of the case in which five privates of the K.O.S. Borderers, namely Privates Hegarty, Crawford, Ormestad, Bailey and Dunn, were charged with refusing to pay for the hire of a public car and with assaulting the driver, who is a Northern Chinese.

The case resulted from an early-morning joy-ride which ended at 11.15 a.m. yesterday. According to the evidence of the driver, the car was hired outside the Hongkong and Shanghai Bank by three soldiers and taken to Ship Street, where it picked up two other privates. The party then proceeded up to the Peak and later turned back to go to Sookumpoo, where a wait of a quarter of an hour ensued. The party next proceeded to Ship Street from which point they again drove to the Peak. A halt was called at a point near Jardine's Bridge, and it was here that the alleged assault took place. One of the soldiers was alleged to have hit the driver in the eye when he asked for the fare.

Hegarty and Ormestad were each fined \$25 or one month's imprisonment. They each had a previous conviction.

The other defendants were each fined \$5.

**THREE CRUISERS DUE ON MONDAY.****CLEOPATRA LATER GOING UP NORTH.**

H.M.S. Cleopatra will arrive in Hongkong on Monday with two other cruisers, the Dartmouth and Carysfort.

The Cleopatra will sail from Hongkong so as to arrive at Wusung on April 21, proceeding to Shanghai two days later for the exchange of personnel with H.M. Ships Bee, Aphid and Teal.

The Cleopatra will sail for Hongkong on April 24, leaving here for England on the 30th. On the homeward trip she will call at Singapore, Colombo, Aden, Port Said, Malta and Gibraltar, being due at Sheerness on June 14.

**BANK RETURNS.****NOTE AND SPECIE FIGURES FOR MARCH.**

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1929, as certified by the Managers of the respective Banks are:

Average Amount in Reserve  
Bank ..... 15,205,751 \$8,800,000  
Chartered Bank ..... 47,109,108 \$1,000,000  
Mercantile Bank ..... 1,699,455 \$600,000

Total ..... \$84,108,409 \$10,600,000

In addition Sterling Securities are deposited with the Crown Agents valued at £1,252,100.

In addition Securities deposited with the Crown Agents and Straits Government valued at £1,000,000.

In addition Securities deposited with the Crown Agents valued at £180,000.

**ANOTHER SAIGON SENSATION.****ATTEMPT TO ASSASSINATE FRENCH OFFICIAL.****ANNAMITE ARRESTED.**

Paris, Apr. 6. The attempted assassination at Saigon of a highly-placed French official in the administrative service of Indo-China, by an Annamite who professed to have been moved to commit the crime for "humanitarian" reasons, constitutes the latest sensation reported from the French Colony.

The report to hand states that an attempt was made on March 22nd to take the life of M. Nadiaillat, a judicial official. It appears that a man dressed in Chinese clothes asked for an interview with the official, and while there, suddenly drew out two revolvers and using both hands fired a fusade of shots at close range.

Warned by the sudden move which the man made as he drew the weapons, M. Nadiaillat had just time to duck under his desk, where he lay still, fleeing death. The shots, however, had passed harmlessly over his head and buried themselves in the wall beyond.

The would-be assassin escaped from the building, but was later chased by a car and was captured.

**POLITICAL MOTIVE.**

In his position as Magistrate of a tribunal specially appointed to deal with cases of a politico-criminal character, M. Nadiaillat was recently charged with the problem of grappling with the growing menace to the peace and good order of the country caused by the existence of certain secret societies.

The man who attempted to take M. Nadiaillat's life in such daring circumstances is a native of Saigon, and gives his name as Pham van Kim. Interrogated by the Surete, he made a declaration regarding his motives.

He said that, moved by the knowledge that many hundred of his compatriots had been consigned to prison on unjustifiably long terms, by the tribunal over which M. Nadiaillat presided, he sought to end what he regarded as miscarriages of justice by killing the Magistrate.

For a number of days he had waited patiently for an opportunity, and after hanging around the building where M. Nadiaillat had his offices, was at length able to obtain admission on the pretext that he had information of extreme importance to impart.

Accounts given in the Saigon newspapers of what occurred from this point showed that Pham van Kim had entered upon the commission of the crime with great premeditation.

His demeanour on being admitted into M. Nadiaillat's presence was such as to have disarmed all suspicion. He bowed deferentially to the Magistrate and to the latter's assistant, M. Sisco, who was standing beside him.

**PRESENCE OF MIND.**

Suddenly, after a preliminary enquiry regarding his mission had been made, Kim drew out two revolvers from his pockets and fired them at almost point-blank range at the Magistrate. M. Nadiaillat promptly ducked under his desk, where, remaining perfectly still, he gave the impression that he had been seriously wounded.

M. Sisco immediately jumped through the window, and got out of range. A native interpreter, finding himself cornered in the room, took shelter behind a door and threw a chair at the assailant, as the latter took aim as if to fire again.

By this time, gendarmes, attracted by the noise of the shooting, entered the room and the assailant had just time to escape into the street where he was jumped on to commandeer push-bike.

He was finally overtaken by a native civilian in a motor car who knocked him down with the vehicle. Kim was then disarmed and taken to the Police Station, where he is being detained for further enquiries into what the authorities believe to be an extensive plot.

**BANVARD SEASON.****"TIP TOES" PROVES A BIG SUCCESS.**

Another successful performance was given by the Banvard Musical Comedy Company at the Star Theatre last night, when "Tip Toes" was presented to a highly appreciative audience. Containing all the essentials of a first-rate musical comedy, in the number of its tuneful melodies and the humour of its dialogue, "Tip Toes" was brilliantly produced.

To-night, "Folies Bergere," an outstanding revue in the repertoire of the Company, is being presented, to be followed to-morrow night by a pot-pourri programme as the closing performance of the Company here.

**LIVELY SCENES IN ASSEMBLY.****BITTER FEELING ON PUBLIC SAFETY BILL.****PATEL DICTATORSHIP.**

New Delhi, Apr. 5. Lively scenes marked the resumption of the debate in the Assembly regarding the Public Safety Bill. The President of the Assembly ruled on Monday that discussion of the Bill was not permissible while the Meurt trials were in progress.

The Government spokesman declares that Mr. Patel is not empowered to disallow discussion.

Motilal Nehru, the principal author of the now-famous Nehru report, claimed that Standing Orders showed that discussion of the Bill was impossible without infringing matters *sab judice*.

Mr. D'Arcy Lindsay, one of the European members, denied this and said that Mr. Patel was trying to assume the position of a Dictator, contrary to the example of the Speaker of the House of Commons.

Sir Pravash Chandra Mitter, the Law Member, whose speech was constantly interrupted, quoted Parliamentary procedure by which the President was bound to accept the House's decision regarding any position not covered by precedent or by Standing Orders.

There were crowded galleries for the debate, among those present being the Simon Commissioners. Up- roar followed Mr. Patel's announcement that he would reserve his ruling.—Reuters.

**FORMER HONGKONG RESIDENT.****DEATH OF MR. G. P. CURRY AT HOME.**

The death occurred at Exeter on March 4 of Mr. George P. Curry, who was for many years secretary in Hongkong of the Hongkong and China Gas Company. Retiring in 1924 he went home with his wife and family and settled down in his native town. He had been a sufferer for something like two years. The funeral took place on March 7.

Prior to his arrival in Hongkong in 1902, Mr. Curry had held appointments with the Gas companies at Exeter and Cheltenham, coming to Hongkong in the capacity of book-keeper. After only a few months he was promoted to the position of Local Secretary, which he held until his retirement.

Of a reserved and retiring nature, Mr. Curry was not prominently identified with the public life of the Colony, but as a Kowloon resident he was one of the founders of the Kowloon Residents' Association. On leaving the Colony he was the recipient of presents and testimonials from the foreign and native staffs of the Gas Company.

**MONDAY'S CABARET PERFORMANCE.****BIG ATTRACTION AT THE HONGKONG HOTEL.**

A big attraction is to take place at the Roof Garden of the Hongkong Hotel on Monday night, when the Banvard Musical Comedy Company will present a super-cabaret performance. The full programme is as follows:

- 1.—Opening Number.
- 2.—Speciality by the Banvard Girls.
- 3.—Gaye Juke.
- 4.—"Little Boy Blues" from "Clowns in Clover."
- 5.—"Billy Bray."
- 6.—Russian Ballet, Burlesque: Cherry Wilmott, Jack Desmonde, Edgar Stanmore.
- 7.—"Wings of Love:" Angus Strong and Edna Ray.
- 8.—Doll Dance—The Girls.
- 9.—Frank Atkinson.
- 10.—Finale.

**EXCHANGE RATES.**

	London, Apr. 5.
Paris	124.20
Brussels	84.94%
Berlin	12.10%
Copenhagen	20.46%
Helsingfors	18.21%
London	84.53
Bucharest	10.22%
Buenos Aires	47.5/16
Yokohama	1/10.1/32
New York	4.85 9/32
Geneva	25.21%
Milan	0.75
Stockholm	18.17
Oslo	18.10%
Prague	16.34%
Madrid	32.32%
Athens	3.76
Rome	5.27/32
Hongkong	1/5.81/32
Silver (spot and forward)	35.54

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